



HONG KONG HOTEL
GARAGE

25, Queen's Road C. & at Stubbs Road.

The China Mail

ESTABLISHED 1845

No. 27,614 HONG KONG, THURSDAY, OCTOBER 9, 1930.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/3 9/16.

PRICE \$3.00 Per Month.

CANTON'S HEAD GOING NORTH.

General Chan Ming-shu in Colony.

CALL ON THE GOVERNOR.

Canton, Yesterday. In compliance with a telegraphic request from President Chiang Kai-shek, Chairman Chan Ming-shu of the Provincial Government will leave Canton by a gunboat for Hong Kong at 10 o'clock this evening and thence to Nanking.

It is understood that the chief objects of Chairman Chan's visit to Nanking are to interview President Chiang to report on the present civil affairs of Kwangtung; to report on behalf of General Chan Chai-tong, on the Kwangsi situation; and to "comfort" the Cantonese troops who are participating in the Northern campaign.

According to financial circles, a sum of \$40,000 will be taken by Chairman Chan to recompense the Cantonese troops in the North.

During the absence of Chairman Chan, Commissioner of Civil Affairs, Hsu Huang-ching, will act as Chairman of the Kwangtung Provincial Government.—Canton News Agency.

Arrival in Hong Kong.

Chairman Chan travelled to Hong Kong on board the Chinese gunboat Chung San, accompanied by Madame Chan, Mayor Lam Wan-koy of Greater Canton, Commissioner Tang Yin-wah of Reconstruction, Commander Tsui Ting-kai of the 6th Route Army, General Wong Keung, and Messrs. Yeung Kin-ping and Cheung Kung-ngai. They were preceded to Hong Kong by General Tong Man-kai who came here on the s.s. Taishan yesterday to make the arrangements for the Chairman's departure to the North.

The Chung San arrived in Hong Kong at 6 o'clock this morning and tied up to a buoy in the Kowloon Naval anchorage, off Shamshui po. Immediately the Chung San arrived in port a Police launch went alongside and Detective-Sergeants Flattery and Whelan and two Chinese detectives went on board and remained in attendance on Chairman Chan throughout his short stay in Hong Kong.

Local Callers.

At 7.30 a.m., Captain Colman, A.D.C. to His Excellency the Governor, Sir William Peel, K.B.E., C.M.G., accompanied by the Hon. Dr. R. H. Kotewall, C.M.G., L.L.D., and the Hon. Dr. S. W. Tso, O.B.E., L.L.D., embarked in the Government launch Britannia at Queen's Pier and proceeded to the Chung San to pay a call on Chairman Chan.

Railway Traffic.

Later Dr. Li Siu-fan went out to the Chung San in his own motor yacht which he placed at the disposal of Chairman Chan, and at 8 a.m., Chairman Chan, accompanied by the Hon. Dr. Kotewall, Mayor Lam Wan-koy, Commissioner Tang Yin-wah of Reconstruction, and Mr. Leung Chik-wai, the Chairman's Private Secretary, came ashore in Dr. Li's yacht and landed at Queen's Pier where a motor car from Government House was awaiting them.

Talk With the Governor.

The landing was an informal one and there was no guard of honour. The party then proceeded by car to Government House where Chairman Chan paid his respects to Sir William Peel. This is the first meeting of the two present heads of the Governments of Hong Kong and Canton and their Excellencies conversed together for over an hour.

At about 9.15 a.m., Chairman

Chan and his party, accompanied by Capt. Colman, left Government House and drove back to Queen's Pier and proceeded in Dr. Li's yacht to the No. 5 Kowloon wharf, where they embarked on the N.Y.K. s.s. Chichibun Maru, on which the Chairman is proceeding to Shanghai. Hence he will travel to Nanking.

Chairman Chan's absence from Canton will last for about three weeks.

KUOMINCHUN FLEE TO THE NORTH.

Rebels Routed by the Nanking Forces.

RAIL SERVICE RESUMED.

Canton, Yesterday. General Chan Chai-tong has received a wire from the Secretary of the State Council, confirming the report of the Nationalists' capture of Chengchow last Monday.

The defeated Kuominchun have retreated in a northerly direction, being closely pursued by the majority of the Nationalists, a portion of whom are now engaged in the clearance of the rebel remnants in the west of Hancheng.

A message from Hsinhsiang intimates that Feng Yu-hsiang, withdrawing with 10,000 Kuominchun to the north bank of the Yellow River, intends to establish his temporary headquarters at Chao-ko, 25 miles north of the Honan border, in order to rally his remnants together.

Flanking Retreat. Because of the obstruction by Shih Yu-san's troops against the passage toward Hsinhsiang and Changteh, the Kuominchun are compelled to adopt a flanking retreat to the southern sector of Shansi, in which Yen Hsi-shan has designated several districts, including Chowu, and Yung-cheng, temporarily to quarter the Kuominchun who are, however, required to push on to Shensi in the shortest possible time.

With the fall of Chengchow, the stronghold of the Kuominchun, the civil war is rapidly drawing to an early conclusion. Many Kuominchun and "grey" troops have since surrendered to the Nationalists, with the exception of about 80,000 whose fighting strength is materially weakened and whose surrender may be expected at any moment.

Fall of Heishihkuan. The Nationalists under Liu Mou-yen have taken complete control of Heishihkuan, a strategic point midway between Chengchow and Loyang, thus entirely cutting the Kuominchun communications on the western section of the Lung-Hai line.

A Hankow message claims that the Nationalists under Yang Fu-cheng occupied the western railway station of Loyang on the 5th and that the fall of Loyang is imminent.

Marshal Chiang Kai-shek left Kaifeng for Chengchow on October 6, thus fulfilling his previous promise of spending the "moon festival" at Chengchow.

Railway Traffic. The Tientsin-Tsinan railway service was resumed on October 5, communications on that line being completely restored. Tsangchow is stationed with a regiment of Manchurian troops who refrain from interfering with the railway administration.

The railway traffic between Hauchow and Kaifeng has been resumed since October 4, while that between Kaifeng and Chengchow will shortly be operating.

On the Ping-Han line, the express service can now reach as far as Hsinching. —Canton News Agency.

10 a.m., flying the Chinese National flag at the main mast.

Absence for Three Weeks.

Chairman Chan is accompanied on his visit to Nanjing by Mayor Lam Wan-koy, Commissioner Tang Yin-wah of Reconstruction, and Messrs. Young Kin-ping and Leung Chik-wai, the Chairman's Private Secretary.

At about 9.15 a.m., Chairman Chan and his party, accompanied by Capt. Colman, left Government House and drove back to Queen's Pier and proceeded in Dr. Li's yacht to the No. 5 Kowloon wharf, where they embarked on the N.Y.K. s.s. Chichibun Maru, on which the Chairman is proceeding to Shanghai. Hence he will travel to Nanking.

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SENSATIONAL HAUL OF DRUGS.

Heroin Found in Jam Tins.

ON ITALIAN TEAMER.

Canton, Yesterday. The China Mail learns that as a result of a raid yesterday by Revenue Officers, on the Italian ship Hilda, one of the most sensational hauls of drugs yet known in the Colony was made. An interested crowd gathered on the waterfront at about 2.15 p.m., when about 40 large wooden packing cases, each measuring about 8 ft. x 4 ft. x 1 ft., were landed. The cases were all marked E.R., and were consigned as containing jam and glass.

But later, investigation proved otherwise. The cases did undoubtedly contain tins marked "Jam—Plum and Apple" "Jam—Gooseberry," and so on. And the tins appeared to be all properly sealed and secure. There was no makers mark on them. But when the first batch were opened, came the big revelation. The jam was there sure enough—but so was the heroin!

It was neatly tucked away inside the tins amongst the jam, but once it had been located, the rest was easy. Ingenious Methods.

This would have appeared to be ingenious enough, but further disclosures were made when the cases containing glass were opened. It is customary when packing glass to divide the sheets with packing and thin slats of wood, the slats in this case being about ½-inch thick. Close examination of these slats showed that they were nothing else but thin plywood shells, inside which flat oblong tins, each packed with heroin, had been secreted. Each tin was about 6 ins. long by three inches wide. This is considered to be one of the cleverest methods of smuggling the drug yet discovered locally.

Came From Trieste.

The Hilda, the ship from which the haul was made, is an Italian vessel of 4,901 tons gross. She is commanded by Captain Tarabocchia, and arrived here on Wednesday, mooring at Buoy A24. Her last port was Saigon, but she originally sailed from Trieste, via Venice, Brindisi, Indian ports and Singapore. She is controlled by the Lloyd Triestino Navigation Company, whose local agents are Messrs. Dodwell & Co. Ltd. According to Lloyd's Register, her port of registry is Luissinippolo, in Italy and her owners, the Societa Anonima de Navigazione a Vapore, "Lussino."

It is understood that the exact amount of the haul, although very large, has not yet been definitely ascertained.

THEFT FROM EMPLOYER.

Discharged from the Yu Heung Yuen shop at Haiphong Road, for carelessness at work, an employee returned to the premises to get his clothing. He stayed for the night, and at four o'clock this morning the master of the shop saw him standing near the counter. He remonstrated with accused, who admitted that he had stolen \$10 in money and four packets of cigarettes.

On accused's appearance before Mr. H. R. Butters at the Kowloon Police Court to-day he was sentenced to two months' hard labour.

Detective-Sergeant Humphreys prosecuted.

FINE STILL.

The Royal Observatory's weather report to-day states: A belt of high pressure extends from the upper Yangtze Valley to N.E. of Japan.

There are indications of a depression or typhoon about 250 miles E. of Apatri.

Forecast: N.E. winds, moderate; fine.

Rainfall: 10 a.m., to-day nil. Rainfall since January 1, 94.75 inches, against an average of 78.08 inches.

Temperature: The temperature at certain specified centres this morning at 6 o'clock was:

Hong Kong	72
Macau	68
Pratas Island	77
Manila	76
Foochow	71
Amoy	67
Swato	71
Chefoo	56
Shanghai	56

DOMINIONS MUST HELP

BRITAIN DEPENDS ON HER IMPORTS.

WORLD SURPLUS.

INDIA DECIDES TO SIT ON THE FENCE.

London, Yesterday. At the Plenary Session of the Imperial Conference to-day, which discussed Imperial economics, Sir Manubhai Nandshankar Mehta, Premier of Bihar, Rajputana, and Sir Robert Borden, K.C. (Canada), attended, together with other delegates and their staffs.

Dr. Addison, who was addressing the Labour Conference at Llandudno, amplified what Mr. Ramsay MacDonald had said the day before, that the Government proposed to take the necessary powers to acquire land and start the organisation of committees with a view to giving the unemployed an opportunity of cultivating it. They also aimed at establishing demonstration farms throughout the country. —Reuter.

Yesterday Mr. Ramsay MacDonald said that the Government had decided that its most important work was to put the population on the land. They had produced schemes of organisation and would produce legislation making provision for a thousand families; also for the better working of forests and small holdings.]

COLLECTIVE FARMS FOR BRITAIN?

Nationalisation of the Countryside.

SOCIALIST THREAT.

London, Yesterday. We are informed by the Dollar Steamship Line that Captain Robert Dollar's itinerary has been changed, and that the veteran shipowner will not arrive in the Colony on Saturday next.

Captain and Mrs. Dollar, accompanied by Mr. O. G. Steen, General Manager of the Dollar Steamship Lines, in Shanghai, will arrive at Hong Kong on the President Fillmore on Saturday, October 18, and will leave for Manila on Sunday morning, October 19. The party will stay in the Colony for one week on their return journey in November.

Heavy artillery exchanges are taking place intermittently between the Nationalists and the Kuominchun in the West of Chengchow. The daily raid by Nationalist planes has plunged Chengchow city in great confusion. The Nationalists on the Lung-Han and Ping Han have been able to converge in the suburbs of Chengchow, against which they are launching a joint attack. The inhabitants are much perturbed. Foreigners have taken refuge in the missionary buildings.

Marshal Chiang Kai-shek proceeded to Kaifeng on October 4, where he summoned Generals Chu Shao-liang, Fan Hsi-tsik and Chang Chih-chung for a conference. The plans concerning the attack of Chengchow were discussed and adopted, and the generals at the front have been telegraphically instructed to capture Chengchow within three days.

Kuominchun Withdraw.

Feng Yu-hsiang is reported to have left Chengchow on October 5 for Shansi, where he desires to interview Yen Hsi-shan, concerning the rehabilitation problem.

Lu Chun-lin, Feng's right hand man, is now guarding Chengchow, pending the arrival of Generals Chang Chih-chung and Ma Fu-hsiang, delegates of the Central Government for reorganisation, according to the latest advices.

The majority of the Kuominchun troops have withdrawn to the southern districts of Shansi.

Some 30,000 are now assembling on the north bank of the Yellow River, with the object of retreating into Shansi, via Hsinhsiang and Shansi. It is understood that Kuominchun delegates have been sent to negotiate with Shih Yu-san, requesting the latter's permission to allow the Kuominchun passing through his area.

In view of the overwhelming number of Kuominchun being gradually poured into the southern sector of Shansi, much suspicion has been aroused among the Shansi generals, as there is apprehension that the Kuominchun may usurp their (Shansi) sphere of influence. Hence strong opposition against the Kuominchun's entry into Shansi has been voiced by the Shansi generals before Yen Hsi-shan whose attitude in this matter is not yet manifest.

Bridge Destroyed.

The Changteh and Changho bridges have been destroyed by the Shansiites to prevent the penetration of the troops under Shih Yu-san and Feng Yu-hsiang.

Fearing the invasion of the Manchurian troops into Charhar and Suiyuan provinces the Shansi troops under Hsiang Chen garrisoning Taiyuan are being transferred to Tatung on the Shansi-Charhar border with a view to relieving the tense situation in the two provinces. —Canton News Agency.

Other News.

Shanghai, Yesterday.

According to reports from Mukden it has been announced that Chang Hsueh-liang will formally assume the office of Vice-Commander-in-Chief of the National Army, Navy and Air Forces on the 9th inst.

It is officially announced from Kalgan that four ranking Kuominchun commanders, Chi Hung-chang, Chang Tzu-chung, Chang Yin-hsiang, and Ko Yun-lung, have declared allegiance to the Central Government, and acceptance of posts in the National Army.

Chiang Kai-shek went to Chengchow from Kaifeng this morning to inspect the conditions and devise rehabilitation measures.

Loyang is still in the hands of the Kuominchun forces, but owing to the collapse of the insurgents in the Chengchow area, the defenders are seeking to arrange a surrender. —Reuter.

HOW TO KEEP A WIFE HAPPY.

Sound Advice by Capt. Robert Dollar.

COMING TO COLONY.

CHENGCHOW CITY IN CONFUSION.

Daily Bombing Raids by Nanking Planes.

JOINT ATTACK LAUNCHED.

Heavy Artillery Exchanges are taking place intermittently between the Nationalists and the Kuominchun in the West of Chengchow. The daily raid by Nationalist planes has plunged Chengchow city in great confusion. The Nationalists on the Lung-Han and Ping Han have been able to converge in the suburbs of Chengchow, against which they are launching a joint attack. The inhabitants are much perturbed. Foreigners have taken refuge in the mission buildings.

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This "

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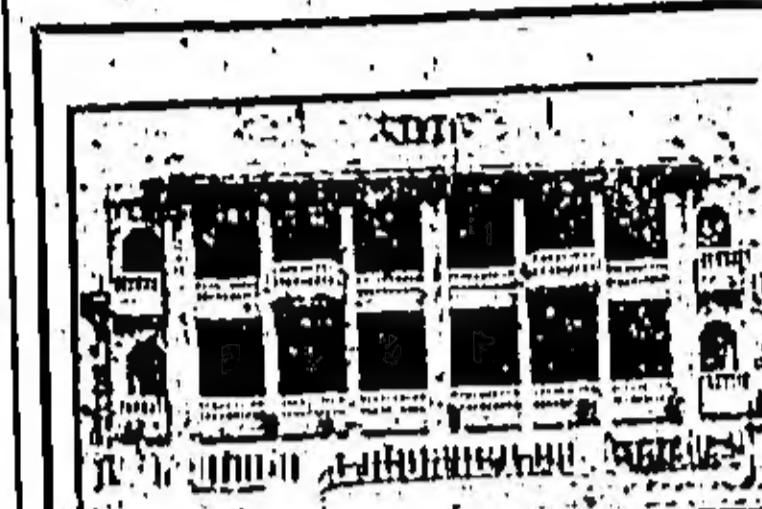
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The following unclaimed tele-
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the Great Northern Telegraph
Company (Limited) of Den-
mark:

Evans, Hong Kong Hotel, from
Tokyo.

Tong Yung-lee, China Commer-
cial Co., China Building, from
Shanghai.

Tokuwa, from Hakodate.

Sanwako, from Hakodate.

Silver, from Kobe.

Kirsch Braun, care of Cooks,

from Shorewood.

E. V. JESSEN,
Superintendent

Hong Kong, 8th October, 1930.

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The following unclaimed tele-
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graph Co. Office, Hong Kong:

Mrs. Nan King, Care Canadian

Pacific, from Manila.

Norman, from Manila.

Jose Sing Manuel Chang Chu

Sing Chum, 119, Wing Lok Street,

from Mexico City Mex.

S. LACK,
Superintendent

Hong Kong, October 2, 1930.

GENERAL NOTICES

BANK HOLIDAYS.

IN Accordance with Ordinance
No. 7 of 1930, the EXCHANGE
BANKS will be CLOSED for the
transaction of PUBLIC BUSINESS
on FRIDAY, the 10th of October
(Anniversary of the Chinese Re-
public).

Hong Kong, October 7, 1930.

NOTICE.

ON the 10th OCTOBER, the
CHINESE NATIONAL DAY
we shall be "AT HOME" at the
CITY HALL (St. George's Hall)
from 11.30 a.m. to 12.45 p.m.
All friends are cordially invit-
ed.

SHOU-SON CHOW,
R. H. KOTEWALL,
S. W. TSO.

SPORT NOTICES

HONG KONG RIFLE LEAGUE.

THE ANNUAL MEETING
will be held
in the Offices of the
Hong Kong Football Association,
French Bank Building, 4th Floor
on 10th October, 1930,
at 5.30 p.m.

BUSINESS.

1. To read and confirm minutes of last general meeting.
2. To adopt statement of Ac-
counts.
3. Election of Officers for ensu-
ing year.
4. Discussion on re-formation of
Hong Kong Rifle Association and site for proposed new range.
5. Any other business.

All who are interested in Rifle
Shooting are specially invited.

HONG KONG JOCKEY CLUB.

THE EIGHTH EXTRA RACE
MEETING will be held
(weather permitting) at Happy
Valley on FRIDAY, 10th October
and SATURDAY, 11th October,
1930, commencing at 2 p.m. on
both days.

The first bell will be rung at
1.30 p.m.

MEMBERS' ENCLOSURE

Members are notified that they
and their ladies must wear their
badges prominently displayed.
No one without a badge will be
admitted to the Members' Enclo-
sure.

Badges admitting non-members
to the Members' Enclosure and
Club Rooms at \$5 per day for
Gentlemen and \$2 per
day for Ladies, are obtainable
through the Secretary upon introduc-
tion by a member, such
member to be responsible for pay-
ment of all chits, &c.

Badges admitting to Members'
Enclosure will not be on sale at
the Race Course.

Members can obtain, upon ap-
plication to the Secretary, badges
(limited to two) for the free ad-
mission to the Members' Enclosure
of wives, lady relatives and
friends. Names must be stated
when applying.

No pretext will children be
permitted in either Enclosure dur-
ing the Meeting.

PUBLIC ENCLOSURE

The Price of admission to the
Public Enclosure is \$1 per day for
all persons including ladies,
and is payable at the Gate.

Soldiers and Sailors in uniform
are admitted half price.

Bookmakers, Tic Tac men, &c.
will not be permitted to operate
within the precincts of the Hong
Kong Jockey Club during the
Race Meeting.

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C. B. BROWN,
Secretary

Hong Kong, 4th October, 1930.

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Superintendent

Hong Kong, 8th October, 1930.

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NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe	
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M.V. "HILDA"		Nov. 8	
S.S. "CRACOVIA"	Nov. 9	Nov. 20	
M.V. "COL DI LANA"	Oct. 31	Dec. 9	

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HAKONE MARU Saturday, 18th October at 7 a.m.
SUWA MARU Saturday, 1st November.
GYMNEY & MELBOURNE via Manila & Ports.
AKI MARU Tuesday, 21st October.
KITANO MARU Tuesday, 18th November.
YOMRAY via Singapore, Penang, & Colombo
TANGO MARU Saturday, 11th October.
† TOTTORI MARU Monday, 27th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
BOKUYO MARU Saturday, 20th November.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KANAGAWA MARU Saturday, 18th October.
NEW YORK, BOSTON via Panama.
† LISBON MARU Friday, 17th October.
* Call Baltimore & Havana.
LIVERPOOL via Port Said, Istanbul (Constantinople), Genoa.
† LIMA MARU Tuesday, 14th October.
CALCUTTA via Singapore, Penang & Rangoon.
† MURORAN MARU Thursday, 9th October.
† RANGOON MARU Wednesday, 29th October.
SHANGHAI, KOBE & YOKOHAMA.
KITANO MARU (Nagasaki direct) Wednesday, 15th October.
TERUKUNI MARU Thursday, 16th October.
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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombia, Suez and Port Said.
ALASKA MARU Thursday, 9th October.
AMUR MARU Saturday, 11th October.
DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore
Colombia, Durban & Cape Town.
SANTOS MARU Friday, 11th October.
RIO DE JANEIRO Friday, 28th November.
MONDAY—Via Singapore & Colombo
BORNEO MARU Sunday, 19th October.
SHUNKO MARU Monday, 3rd November.
DURBAN, LOURENCO MARQUES, BEIRA, DARE-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.
PANAMA MARU Wednesday, 5th November.
CALCUTTA—Via Singapore, Penang & Rangoon.
SEATTLE MARU Saturday, 18th October.
HIMALAYA MARU Saturday, 1st November.
VICTORIA, SEATTLE, TACOMA & VANCOUVER.
ARIZONA MARU (from Shanghai) Monday, 20th October.
MELBOURNE—Via Manila, Brisbane & Sydney.
MELBOURNE MARU Thursday, 6th November.
PHONGB—Via Hohow & Pakho.
NEW YORK—Via Japan ports & Panama.
LOS ANGELES, PANAMA, NEW YORK, BOSTON, BALTIMORE, AND
PHILADELPHIA Saturday, 25th October.
SANYO MARU Saturday, 25th October.
MAN PORTS Sunday, 12th October.
ANDES MARU Sunday, 12th October.
KOHO MARU Monday, 13th October.
TACOMA MARU Friday, 24th October.
KEELUNG—Via Swatow & Amoy.
CANTON MARU Sunday, 12th October, Noon.
TAKAO—Via Swatow & Amoy.
TAKAO & KEELUNG.
ROHCO MARU Monday, 18th October.
For further particulars please apply to—OSAKA SHOBUN KAISHA.
M. TAKEUCHI Manager.

WARSHIPS IN PORT

The following British warships are in harbour today:
Caradoc—No. 7 buoy.
Cornwall—North arm.
Magnolia—In dock.
Moth—South Wall.
Sepoy—West wall dock.
Straple—No. 11 buoy.
Sterling—West wall dock.
Tamar—Bastion.
Foreign.
Adamastor—Portuguese cruiser.
Ching Shan—Chinese gunboat.
J. C. Ford—American gunboat.
H. Lee—Chinese gunboat.

ASTYANAX AS COAL HULK.

Blue Funnel Steamer Sold To
Paterson Simons.

Messrs. Alfred Holt & Co., as managers of the China Mutual Steam Navigation Co., have sold their steamer Astyanax to be used as a coal hulk by Messrs. Paterson Simons & Co., at Singapore.

The Astyanax, a vessel of 4,872 tons, is 24 years old, having been built by Scotts Shipbuilding and Engineering Co., Greenock, in 1906. Holt's have also disposed of the Mermon, a sister ship of the Astyanax, to Japanese scrapmen.

TAYBANK.

The Taybank, another of the nine 9,000-ton vessels constructed for the Bank Line, is 422 feet long, with a beam of 57 feet, the draught being 28 feet. Built by Workman, Clark & Company, in 1928, it is engined with 4,600 b.h.p. by Workman, Clark-Sulzer marine engines.

Shipping Intelligence.

WHEN AND WHAT TO BUILD.

It is usually when the present phase of a depression is reached (namely, after about a year of poor trade) that the shipowner remarks the depression is the worst, or one of the worst, that he has experienced during his connection with shipping, and that the shipbuilder states the present time is the most advantageous possible for ordering vessels because all shipbuilders are hungry for work and are quoting lower prices than will be available directly the shadow of depression begins to lift, say the September Motor Ship.

Such comments have, fact, in practically these words, recently been made in various directions and we do not intend any irony in associating them. For they are both—each in its way—correct and the shipowner whose resources are large and whose vision and experience are considerable, would agree, at least in principle, with the shipbuilder. But as each depression comes, we are inclined to consider it as based upon different foundations from the last and possibly to forget the experience of previous difficult periods over which we have tided, as we shall emerge from the difficulties with which we are now surrounded.

The proof of the shipbuilder's point of view scarcely needs emphasizing, and indeed some of the most successful shipping businesses have been built up by those owners who have been able to build tonnage during periods of the deepest depression. Such few orders as have been placed during the past month or two have been at prices which will certainly not be repeated.

The contracts for the propelling machinery of some of these ships have been made at figures which are extraordinarily low, and already many builders are refusing to approach them, preferring to wait until owners will offer better terms.

The time for this will probably not be far distant, and it is the invariable experience that when a few contracts are placed by owners with greater temerity than their competitors, the others follow until ultimately prices reach a figure above that which the average shipowner will pay. Consequently some owners miss the right period for ordering and suffer very considerable loss.

Considering only the position in Britain, during the past eight months, and excluding the large Cunard liner, the tonnage ordered has probably not exceeded 200,000 tons. A normal figure would be 600,000 to 800,000 tons, merely for replacement of existing ships, apart from any question of actual increase in tonnage. It is clear, therefore, that if an efficient mercantile fleet is to be maintained, we are already several hundred thousand tons behind the normal level which must, sooner or later, be made up, in addition to the other orders that must follow to account for obsolescence of existing tonnage.

An example of contracting for many new ships at a period when it is considered that prices are lowest was afforded last month in the new tankers for the Standard Oil Co., which were certainly placed at figures much below those which will be current when delivery is taken, and it is significant that some of the ships will not be completed for a period of nearly three years.

After a slump such as that through which we are now passing it often happens that conditions of shipping become modified and new policies have to be developed. It will probably be found that the tendency which has been growing during the past year or two, for the cargo liner to displace the tramp, will become even more pronounced, and we are unlikely to witness a somewhat extravagant contracting for cheap but uneconomical steam-driven tramp ships such as occurred a few years ago after a severe shipbuilding slump. The 12 to 14-knot motor cargo liner is likely to prove a more popular type. At the present time over 60 per cent. of the ships of this speed now on the stocks is for foreign ownership, and it represents a class of tonnage which will appeal to shippers at the expense of slower ships. It is imperative that a larger proportion of fast vessels be ordered by British owners.

Important Part Of Modern Social Programme.

Whether the United States, Norway, or England came first into the field with libraries for sailors, the latest figures from the British Sailors' Society show that, in 1928, more than 1,000 British merchant ships are furnished with these libraries, and they were chiefly paid for by voluntary contributions.

On long voyages books form a most important part of the modern sailor's social programme, and the quality of the volumes in ships' libraries shows that the sailor wants good literature.

The United States Merchant Marine Library served in 1928

CUNARD LINERS.

REPORT REPUDIATED.

There was a sequel in mail week (on August 29), to the statement of the London correspondent of a provincial evening newspaper the previous day that Mr. J. J. Lawson, Parliamentary Secretary to the Ministry of Labour, had informed him that it had been definitely decided by the Government that one of the two great Cunard liners would be built on Tyneside.

The private Secretary to the Minister of Labour stated yesterday, says the Morning Post of that date, that a message had been received from Mr. Lawson absolutely repudiating the report of his interview with a correspondent of the Newcastle Evening Chronicle.

"Mr. Lawson states," the private secretary added, "that he was not in a position to make any such statement since, while he was aware that the building of a second Cunard liner had been under consideration, he did not know that any definite decision had been reached about it. Further, he is quite aware that it is not one of the functions of the Government to decide where a commercially-built merchant ship should be constructed."

Statement by Press Representative.

A London representative of Allied Newspapers stated last night (continues the paper) that after a luncheon at Olympia on Wednesday, at which Mr. Lawson was the principal guest, he approached Mr. Lawson and asked if he could say when the contract for the new Cunarder would be placed.

Mr. Lawson, he states, replied: "I cannot say when, but it will go to the Tyne."

He asked, "Can you give any indication as to when the official announcement will be made?" to which Mr. Lawson answered, "No, I cannot say that, but you may take it that it will go to the Tyne."

Mr. Lawson's authority for using his name in writing this interview was not asked for, it was added; but Mr. Lawson knew that he was speaking to an accredited Press representative and did not hint that the information should not be used in the way it was used.

In this connection, it is also stated, "it is true that Mr. Lawson did not himself use the exact word: 'The Government have decided that the new Cunarder will go to the Tyne.'

The Company Statement.

The following statement by the Cunard Co. was issued last night: "With reference to paragraphs in to-day's Press, containing reference to a second express steamer, the Cunard Company at the present time are not able to add anything to their official statement of August 1.

"In that statement it was mentioned that the agreement which the Company have been able to reach with the Government on the very important question of insurance covered a second steamer, which it was hoped would follow immediately on the one now proceeding.

"While the Company is glad to have this opportunity of expressing appreciation of the help of the Government in this direction, it will be readily understood that, apart from the question of insurance, other important considerations covering the financial arrangements, design and planning require to be carefully considered and solved before any definite statement can be issued regarding the second vessel. These are matters which cannot be dealt with hastily, and the utmost care and caution are essential."

SEAMEN'S LIBRARIES.

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1,068 ships and Capetown.

Through Hills, Quinhamb, Ibo, Port Amala, Mozambique, Chinde,

Johannesburg, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and

Hindsgavl.

For freight or passage on any of the above lines apply to

Telephone 27791.

NEED FOR PORT CHAPLAIN.

I had a letter from Mr. Elliot by last mail, writes the Rev. J. V. Westlake in the Cathedral paper. He writes:—"I had a wonderful time in Palestine and managed to see nearly all the places I specially wanted to see. The harvesting was in full swing. It was rather pleasant in many ways that there were not many tourists about. One could be quiet for hours together in the Holy Sepulchre, Gethsemane and Bethlehem, when one had once shaken off the very aggressive guides who haunt the places."

Mr. Elliot had, at the time of writing, made no definite plans for the future though he said that a mutual friend, who was formerly Vice-Principal of Wells Theological College had offered him a curacy at Southport. He is also making enquiries about South Africa.

So far there is no news of his successor in the local Missions-to Seamen's Work. It would appear that the chances of getting a good Chaplain are remote as long as people at home continue to "put their spoke in." Two likely candidates have been lost to us, one as the result of a misunderstanding as to the possibility of accommodation for a married man and another because he was told that he would be wasting his time out here. The latter suggestion has been rightly described as "monstrous." Those of us who live here and know the temptations to which our seamen are subject in an Eastern port are quite clear in our minds that there is work in abundance for a Port Chaplain. There are difficulties, arising mainly from the shortness of the stay which the average ship makes, but these would be largely overcome by the provision of a launch. The local Committee is well aware of this need and has set itself the task of raising sufficient money for the purpose. Already there is a healthy balance in hand and the coming of a new Chaplain would, I am sure, be a sufficient encouragement to see the scheme through.—Singapore Free Press.

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In this connection, it is also stated, "it is true that Mr. Lawson did not himself use the exact word: 'The Government have decided that the new Cunarder will go to the Tyne.'

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THE BANK LINE, LTD.

LARGEST AND FASTEST SHIPS ACROSS THE PACIFIC

THURSDAY, OCTOBER 9, 1930.

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5

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
MALWA	10,980	11th Oct. Noon	Bombay, Marseilles & London.
MIRZAPORE †KEDYBER	6,715 9,114	15th Oct. 25th	Straits, Colombo & Bombay, Marselles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Bombay, Marseilles, & London, Hamburg, Rotterdam & Antwerp.
NAGPORE	5,283	15th Nov.	Marselles, Barcelona, London, Hull, Rotterdam, & Antwerp.
KARMALA	9,128	22nd Nov.	Bombay, Marseilles, & London, Rotterdam & Antwerp.
RAWALPINDI	16,619	6th Dec.	Marselles, London, Hull, Rotterdam & Antwerp.
KALYAN	9,144	20th Dec.	Marselles, London, Hull, Hamburg, Rotterdam & Antwerp.
LAHORE	5,304	27th Dec.	Marselles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	16,650	3rd Jan.	Bombay, Marseilles & London.
JEXPORE	5,318	10th Jan.	Marselles, London, Hull, Hamburg, & Antwerp.
KASHMIR	8,085	17th Jan.	Marselles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.

*Cargo only. †Calls Cambalucia.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S. S.	Tons	1930	From Hong Kong About	Destination
TILAWA	10,006	1930	12th Nov.	Singapore, Penang & Calcutta.
TALAMBA	8,018			Singapore, Penang & Calcutta.

B.I. ApCar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

S. S.	Tons	1930	From Hong Kong About	Destination
NELLORE	8,853	31st Oct.		Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
XANDA	6,956	5th Dec.		
ST. ALBANS	4,500	1st Jan.		

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Nollo,
Cebu, Kolambungan, Tawao, Timor, Darwin, or other ports en route as
indicated.

Frequent connections from Australia with the following:-

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S. S.	Tons	1930	From Hong Kong About	Destination
MOREA	10,954	10th Oct. Noon		Shanghai, Moji, Kobe & Yokohama.
KIDDERPORE	5,324	11th Oct. 5 p.m.		Shanghai, Moji & Kobe.
KARMALA	9,123	18th Oct.		Shanghai, Moji, Kobe & Yokohama.
BENALLA	8,018	20th Oct.		Shanghai, Moji, Kobe & Osaka.
TALAMBA	11,120	23rd Oct.		Shanghai, Moji, Kobe & Yokohama.
MACEDONIA	5,304	5th Nov.		Shanghai, Moji, Kobe & Yokohama.
LAHORE	16,619	7th Nov.		Shanghai, Moji, Kobe & Yokohama.
TANDA	6,956	11th Nov.		Shanghai, Moji, Kobe & Yokohama.
JEXPORE	5,318	22nd Nov.		Shanghai, Moji, Kobe & Yokohama.
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KASHMIR	8,085	20th Dec.		Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Landmats.

Parcels measuring not more than 3½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:-

MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C, Hong Kong.

LAMPERT & HOLT.

APPLICATION FOR A RECEIVER.

A motion at the instance of the London Maritime Investment Company to appoint a receiver and manager of the business of Lampert and Holt, Ltd., shipowners, was in the list for hearing before Mr. Justice Humphreys in the Lord Chief Justice's Court, in mail week.

The business of Lampert and Holt, which is now one of the Royal Mail group of steamship companies, was founded eighty-five years ago, and was incorporated as a limited company in 1911.

The Board.

The directors are Lord Kylsant (chairman and managing director); Mr. Arthur Cook, The Marquis of Carisbrooke, Lord Suffield, and Mr. Alfred Woods.

The company has an issued share and debenture capital of £7,550,000.

It will be recalled that the balance sheet as at December 13, 1929, showed a loss of £70,155 after providing for interest of £147,000 on the £500,000 Five per cent. Debenture Stock.

The London Maritime Investment Company (of which Lord Kylsant is chairman) and the Duke of Abercorn are trustees for the debenture stockholders.

The Ordinary share capital, amounting to £3,000,000, is chiefly held by Elder, Dempster and Co., the Royal Mail Steam Packet Company, the Pacific Steam Navigation Company, and Lord Kylsant.

The company controls the Liverpool, Brazil, and River Plate Steam Navigation Company, owners of the Vestris, which was lost in 1928.

Record Inquiry.

In their report for 1929 the directors stated that any claims on this account, if substantiated, would be covered by insurance.

The Vestris, it will be remembered, sank with the loss of 112 lives off the American coast in November 1928. Forty days were devoted to the sittings of the longest maritime inquiry ever held in Britain.

The fleet of the company and subsidiary companies at December 31, 1929, consisted of forty vessels of an aggregate tonnage of 266,950 tons.

The company's interest in the Liverpool Brazil company stands in its books at £2,440,000.

The capital of the Royal Mail group is £77,000,000, and with that sum is controlled one-sixth of the world's merchant shipping.

CONSIGNEES

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer

"TEVERE".

From Trieste, Venice, Brindisi, Port Said, Aden, Bombay, Colombo, and Singapore.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before the 15th instant.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 23rd inst. or they will not be recognized.

All broken, chafed, and damaged

goods are to be left in the Godown,

where they will be examined on the 15th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents

Hong Kong, 7th October, 1930.

HONG KONG AND MACAO LINE

in Good Speed S. S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply:-

CHUEN ON STEAM BOAT CO., LTD.

Tel. 26061.

241, Des Voeux Road C.

PASSENGER LIST

DEPARTURES

Per s.s. Empress of Asia on

October 7:-

W. Werder, Mr. and Mrs. G. S. Bertheune, T. Dehl, Josi Bayot, Mrs. J. C. Clark, Mrs. W. E. Makosky.

AN ACTIVE MONTH.

Were it not that every ship com-

pleted leaves a blank which the builder finds it difficult to fill, recent activity would be more than encouraging.

In August, more motor vessels were commissioned

from British shipyards than has

ever previously been the case,

numbering 14 of 90,000 tons gross.

Abrad, there were 9, giving a

total of 23 for the world, of

150,000 tons gross. Of these

ships, tankers numbered 13

of 102,000 tons gross, 9 of 57,000

tons gross being built in British

yards. Eight of the 14 British-

built vessels were, however, for

foreign owners.

Wednesday, October 8.

Canton Maru, Japanese str., 2,820

tons, Capt. Y. Iwasaki, from

WATSON'S Dry Ginger Ale

A WELL-ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY
Prepared from our own special formula, flavoured
with real fruit juices and the finest Eastern spices

Unequalled by any similar product throughout the world.

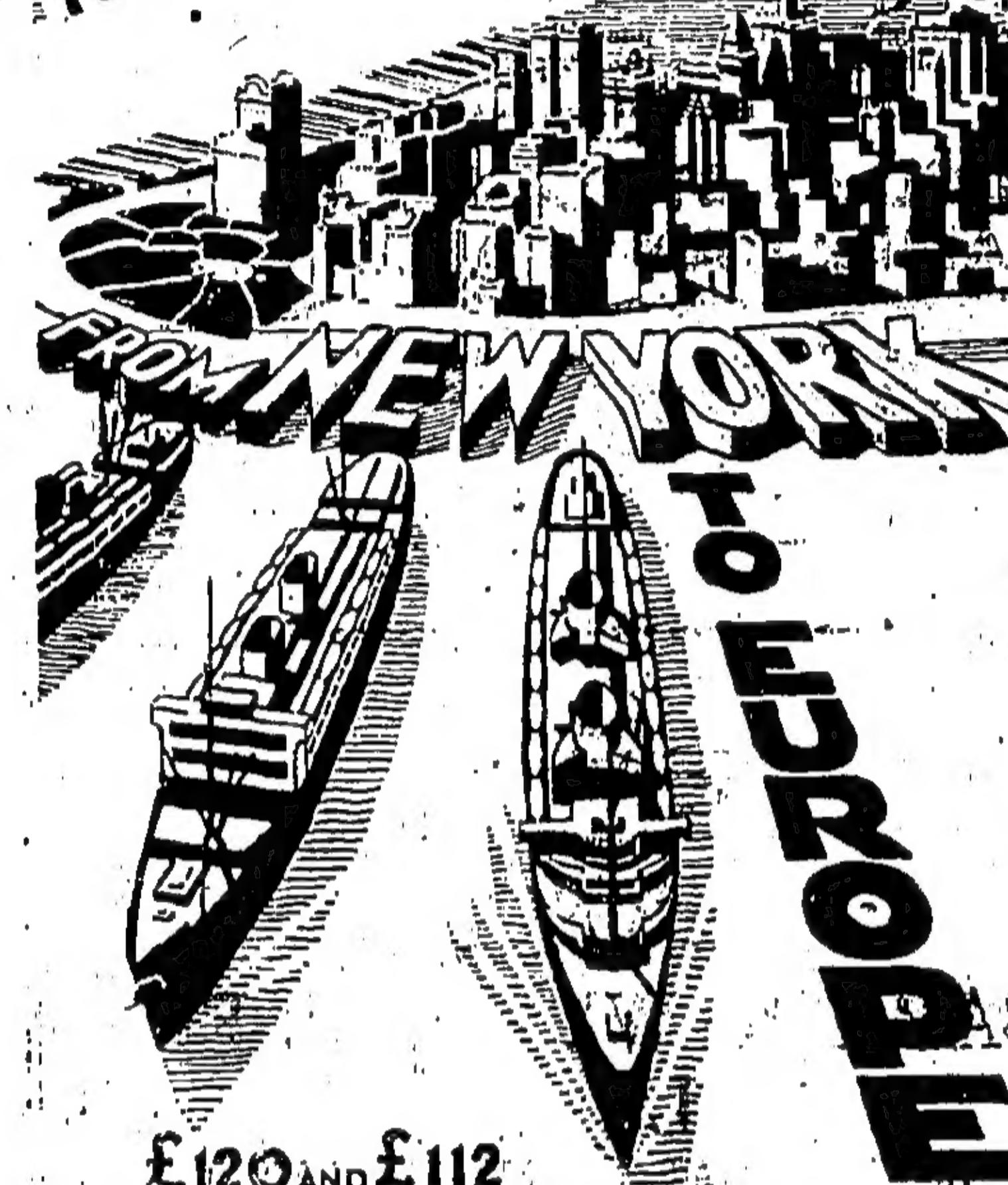
FORMAZONE

The NON-ALCOHOLIC CHAMPAGNE An excellent
substitute for sparkling wine, possessing the same
wonderfully stimulating and refreshing qualities.

A. S. WATSON & CO., LTD.
AERATED WATER MANUFACTURERS.
Established 1841.

THE INTERESTING WAY

YOUR CHOICE OF STEAMERS.



£120 AND £112

USING PRESIDENT LINERS

ACROSS THE PACIFIC

ANY AMERICAN OR CANADIAN RAIL LINE ACROSS THE CONTINENT

DOLLAR STEAMSHIP LINES AND AMERICAN MAIL LINE

Donations and Subscriptions must now
be sent to the Hon. Treasurer, Mrs. H. E.
Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY

SECOND AROUND PACIFIC CRUISE OF THE

S.S. MALOLO

AN UNUSUAL OPPORTUNITY

is offered to cruise on the famous

MATSON LINER S.S. MALOLO
enjoying the advantages of carefully prepared shore
excursions at ports of call under direction of the
American Express Company.

LEAVING HONG KONG AT 5.00 P.M.
OCTOBER 28th, 1930.

Vessel will call at

MANILA, BANGKOK, SINGAPORE,
BATAVIA, MACASSAR, SYDNEY,
WELLINGTON, AUCKLAND, SUVA,
PAGO PAGO.

Arriving at HONOLULU December 14.
and at SAN FRANCISCO December 19.

Fares include all sightseeing expenses at intermediate ports.
Desirable accommodations available to all ports.

For information and information apply to

THE ROBERT DOLLAR COMPANY
General Agents
or
THE AMERICAN EXPRESS COMPANY.

Whiteaways

WHITEAWAY LAIDLAW & CO. LTD.

SPECIAL VALUE IN PYJAMAS.

JUST ARRIVED "THE "ORIENT" SLEEPING SUIT FOR MEN.

Made in England from a strong Ceylon Flannel in a good assortment of striped designs. These Pyjamas are of a weight specially selected and suitable for cold weather wear.

SUPER
VALUE
PRICE

\$9.50

NEW STOCKS SOCKS & TIES.
LATEST DESIGNS.
CALL AND INSPECT.

WHITEAWAY LAIDLAW & CO., LTD.
HONG KONG.



may rise to great things, but it is a dangerous risk for a business to take to rely on chance. A regular supply of first-class recruits is more likely to ensure success than the method of taking them as they come, often full of the vague or muddled ideas which are instilled into them with the real aim of "cramming" for some examination, success in which shall reflect credit on their particular school.

There is reason to hope that the Governor's scheme for trade and technical schools will eventually solve some of these problems. Of course, it is only a beginning, and at first it can only solve the problems of the lucky few, the intelligent, and the efficient, but the principles on which it appears to be founded are capable of much wider application as the years go by.

News in Brief.

The quarantine restrictions imposed against arrivals from Iloilo and Manila on account of cholera have been removed.

The Very Rev. Dean Alfred Swann, M.A., D.Sc., and Mrs. Swann and family, returned to the Colony to-day on the Morea. The Dean left for Home in June on four months' vacation.

Sentences of six weeks' hard labour was yesterday passed by Mr. R. E. Lindsell on an Indian P.C. for the theft of a sweater belonging to Mr. J. W. King of the British Chemical Industries (China) Ltd., which was left in a motor car on the roadside at Wanchai Gap.

The friends of Mrs. M. Reynolds will be glad to learn that she returned to her residence, at 25 Prince Edward Road, this morning from the Kowloon Hospital, in which she had been a patient since September 24, following a motor smash in Nathan Road.

Stated to be suffering from food poisoning, a Chinese woman named Wong Chan, living at 84, Portland Street, Yau Ma Tei, who was taken ill after a hearty meal yesterday, was taken to the Kwong Wah Hospital for treatment. The nature of the food which she had eaten has not been ascertained.

As the result of an accidental fall from the second floor verandah, whilst leaning out to put washing on a bamboo pole, a Chinese woman named Cheung Ho of 46, Temple Street, Yau Ma Tei, received injuries which necessitated her removal to the Kwong Wah Hospital. Her condition is considered to be serious.

Alleged to have attempted suicide by jumping into the harbour from the Yau Ma Tei ferry launch Man Ping, whilst on a trip from Hong Kong yesterday afternoon, a Chinese youth named Wong Wing (19) is now in the Kowloon Hospital suffering from the effects of immersion. He was rescued by a seaman of the ferry launch.

At the Kowloon Court this morning Ngai Ngok was fined \$100 or, in default, one month's jail, and \$25 with the alternative of two weeks' hard labour, consecutively, when he pleaded "guilty" to being the runner of a divan, at 188 Ma Tau Wei Road, and to being the possessor of 4 mice of illegal opium. Revenue Officer N. J. Young prosecuted.

Sitting together at the Kowloon Magistracy yesterday, Mr. H. R. Butters and Mr. E. H. Williams heard a case in which a Chinese steward on board the M.M. S. Portofino was charged with having had control of contraband arms which were removed by three women.

Chan Ng, who was charged with the possession of a Mauser pistol and 200 rounds of ammunition, was sentenced to four years' hard labour and the women to six months each.

Mr. Lenox Simpson, a condition is unchanged. He is quite conscious and is taking liquid nourishment though he is not yet allowed to see visitors.

Major and Brovo Lt.-Col. A. F. Smith will command the 2nd Coldstream Guards in succession to Lt. Col. P. R. B. Lawrence.

CORRESPONDENCE.

REALTY COMPANY MEETING.

To the Editor of the "China Mail": Sir,—As one of the many shareholders who did not attend yesterday's meeting of the Hong Kong Realty and Trust Co., Ltd., I am making these remarks with your excellent report of the proceedings as a basis.

I have nothing to say with regard to the views urged on behalf of the requisitionists except that they appear to be sound, but it struck me that the Chairman, in his answers, did not cope with the subject as he should have, either because he would not or could not.

In the first place, there was no attempt at any explanation why an outside broker had to be employed in transacting the sale, which broker reaped a fine harvest in commission. Secondly Mr. Scott Harston's remark that the Bank would have had something to say regarding a total cash payment for the building instead of a mortgage as part price seems, in my opinion, to bear out the arguments of the other side regarding contingencies. Finally, in dealing with the question of the risks involved in share deals, I cannot think that the Chairman seriously attempted to meet their contention, he having confined himself to a general remark on the risks one must run in life.

As this meeting is one which has roused much public interest, I hope you will give place in your columns to my letter.

Yours, etc.,

DISSATISFIED.

Hong Kong, October 8.

To the Editor of "China Mail":

Sir,—Talking in Ice House Street this morning with a broker and one who is interested in the meeting of the Hong Kong Realty and Trust Co., Ltd., which was held yesterday, I was surprised to learn that the requisitionists to that meeting had had the promise of the support of no fewer than 120 shareholders, most of whom had signed proxies.

The absence of all but a handful of them from the meeting goes to confirm the long-held view that for sheer apathy, even where self-interest is concerned, the Hong Kong public is hard to beat.

I write neither as a shareholder nor as a party interested in any way, but only as

A SORROWFUL OBSERVER.

Hong Kong, October 8.

NELSON DAY.

"ROYAL NAVY ASHORE AND AFLOAT."

SPECIAL FILM.

One of the features of the Nelson Day concert in the Lee Theatre on Tuesday, October 21, at 9 p.m. will be the screening of a special film obtained through the Navy League in London. Entitled "The Royal Navy Ashore and Afloat," this film was produced with the co-operation and approval of the Admiralty. In all, four sections will be shown, these dealing with aeroplanes, submarines, destroyers, and fleet exercises. In the last-named, every type of vessel—from picket boat to flagship—will be seen.

Another attraction will be the full band of the Argyll and Sutherland Highlanders. There will also be items by some of the leading vocalists.

The concert will be attended by His Excellency, the Governor (who has just become Patron of the local branch of the Navy League), which is organising the concert); Lady Peel and party; H.E. Major General J. W. Sandlands, C.B., C.M.G., D.S.O., and Rear-Admiral R. A. S. Hill, C.B.E., R.N.

Tickets, obtainable at the Anderson Music Co., are \$2 and \$1, with special rates of 20 cents each, for Service men and their friends, this latter including train fare to and from the theatre.

'PLANE HITS HOUSE ENTERS AND BURNS IT TO THE GROUND.'

To the series of aeroplane disasters which have occurred recently in various parts of Europe another was added in Warsaw, recently when a military plane, flying at great speed, crashed head-on against the side of a tenement house and penetrated the wall.

The exploding gasoline caused a blaze which gutted the whole house. The pilot and his observer, in the harbour yesterday, were burned to death while five snakes were first seen trying to people living in the home were climb up the stern post of the ship seriously injured.

ROUND THE CINEMAS

GAYNOR AND FARRELL IN "SUNNY SIDE UP!"

FAVOURITE SWEETHEARTS.

Janet Gaynor and Charles Farrell, filmgoers' favourite sweethearts, will make their Fox Movietone musical comedy debut on the Queen's Theatre screen in "Sunny Side Up," written by De Sylva, Brown and Henderson. This elaborate production, heralded as the greatest of the year, will be seen and heard starting to-day.

Farrell reveals a pleasing baritone voice in several song numbers which are certain to add thousands to his already long list of admirers. Miss Gaynor, in addition to singing, dances and plays the zither.

An unusually fine supporting cast surrounds the stars in Sharon Lynn and Frank Richardson, who made individual hits in the "Fox Movietone Follies," Marjorie White, sparkling Broadway comedienne, and El Brendel, whose Swedish impersonations have made him one of the screen's most popular performers.

The celebrated trio of authors-composers are credited with the successful stage musical comedies, "Good News," "Manhattan Mary," "Three Cheers," "Hold Everything" and "Follow Through." They have provided half a dozen sensational songs for this production.

Augmenting the imposing cast are 100 singing and dancing beauties in the chorus ensembles. David Butler directed the production.

"PARAMOUNT ON PARADE."

A world of entertainment will be spread before patrons of the Central Theatre to-day where "Paramount on Parade," the long awaited and joyously anticipated festival of the stars, opens its seven days' enjoyment visit. It's a great party and everybody's invited.

More than 35 stars and featured players of the Paramount studios join in the glamorous, breath-taking entertainment revel. Hollywood, it is said, feels "big" pictures before they are completed, and, in the case of "Paramount on Parade," even the most astute Hollywoodians admitted it is bigger than they ever felt it would be.

The picture was five months in the making and, during that time, the greatest secrecy surrounded it. When it was first shown in Hollywood a delighted audience rocked and roared and hummed and thoroughly enjoyed themselves watching it. It has just been released to the public. The Central Theatre is one of the very first theatres anywhere to show this super-special.

"Paramount on Parade" is thrilling, gorgeous, spectacular, funny, exciting, exquisite, tuneful and every other adjective in the language. The most famous screen stars, George Bancroft, Clara Bow, Maurice Chevalier, Nancy Carroll, and many others, do their stuff. There is fun from Harry Green, Jack Oakie, Skeets Gallagher and Helen Kane; songs and dancing from Nancy Carroll and Clara Bow; Charles (Buddy) Rogers makes love; Ruth Chatterton does a dramatic bit that's probably the best thing she has ever done on stage or screen. Richard Arlen, Gary Cooper, Jack Francis, Fredric March, Lilian Roth and Fay Wray, and all the other young and handsome and beautiful highlights of Paramount pictures contribute their best.

And everything is surrounded with a glamorous, glorious aura of songs, music, beautiful chorus girls, gorgeous settings. Many of the scenes are in technicolour. Broadway's famous music ensemble, Abe Lyman and his band, furnishes some of the music.

There's going to be a real party at the Central Theatre to-night, tomorrow, and, following five days, Everybody's invited.

N.W. FRONTIER.

OPERATIONS AGAINST THE AFRIDIS.

Simla, Yesterday. An official statement is expected shortly notifying that military operations are to begin against the Afidis.

It is understood that the troops will be commanded by General Sir Robert Caselli and Major General J. F. Coleridge.

Several hundred Afidis pensioners have reached Peshawar in response to the Government's summons for a conference. Others, while en route, were intercepted and turned back by hostile tribesmen.—Reuter.

Ten Years Ago.

(From the "China Mail," of October 9, 1920.)

A water snake fourteen feet in length was shot by Mr. Kilbee, Chief Officer of the S.S. Takuang, in the harbour yesterday. The snake was first seen trying to people living in the home were climb up the stern post of the ship seriously injured.

DOMINIONS MUST HELP.

(Continued from Page 1.)

Turning to inter-imperial trade, he said that the United Kingdom's total imports... were valued at £1,220,000,000, of which the imports from the rest of the Empire represented £358,000,000. The total imports into the Overseas part of the Empire totalled £778,000,000, whereas imports valued at £35,000,000 came from the rest of the Empire.

The United Kingdom's total imports of food, drink, tobacco, and raw materials amounted to £737,000,000, whereas £270,000,000 came from the rest of the Empire, while imports into the Overseas parts of the Empire manufactured products totalled £48,000,000, of which £212,000,000 came from the rest of the Empire.

What Figures Reveal.
A detailed examination of the figures for each Dominion showed the following position:

United Kingdom imports from Canada, £16,000,000; Exports to Canada, £35,000,000.

United Kingdom imports from Australia, £55,500,000; to Australia, £54,000,000.

From New Zealand, £47,500,000; to New Zealand, £21,000,000.

From South Africa, £24,000,000; to South Africa, £32,000,000.

From the Irish Free State, £15,000,000; to the Irish Free State, £36,000,000.

While admitting that a great part of the £467,000,000 worth of food products and raw materials imported from foreign countries could be produced in the Empire, and that it was desirable and necessary to see how far inter-imperial trade could be improved, no one would assume for a moment that Britain could entirely cut herself off from the rest of the world. And on the other hand, a great part of the £235,000,000 of manufactured goods imported into the rest of the Empire from foreign countries could be manufactured in the United Kingdom.

Tremendous Burden.

Proceeding, he referred to the unemployment figures and to the tremendous burden of taxation carried by Britain, which was still maintaining a standard of social services second to none, in the world. The unfortunate economic difficulties which affected Britain must by the nature of things also impoverish the Dominions, from which Britain was, in consequence, unable to buy that which we should like to do.

"In the same way, you are equally affected. It is because of that common interest, because we are dependent and inter-dependent, and because our difficulties affect you, that I feel that we have a common interest in discussing these problems. We as a Government and people appreciate to the full the preferences, however they are given, that you offer to the Old Country. It is on your part a frank gesture and recognition of your Imperial interests and your anxiety to help, but I am sure on the other hand that you are not unmindful of the value of the Imperial connection. Defence, trustee, securities, and the work of the Empire Market-

ing Board are all the contributions that we make towards helping you. Probably no nation possesses greater potentialities than those contained within the British Commonwealth of nations. Surely it is not impossible to devise ways and means whereby this trade and these great potentialities can be used for the benefit of the people as a whole?"

The Reference Bogue.

The Canadian Premier, Mr. R. B. Bennett, put forward a definite plan founded on the broad principle of Empire protection, based on common advantage and guided in its application by the need to ensure the welfare of Home producer. He offered the Mother Country and all other parts of the Empire preference in the Canadian market in exchange for like preference in theirs, based upon the addition of a 10 per cent. increase in prevailing general tariffs, or upon tariffs yet to be created. This rate could not be uniformly applied.

Tariff Concessions.
Mr. Forbes, New Zealand, dealing with the methods already adopted to increase inter-imperial trade, said that in his opinion the tariff preference was most effective. He showed by figures that the preference accorded to British countries had had great influences in retaining the New Zealand market for Empire goods. The value of the preference granted last year was £4,883,000, and this year it was estimated it would be £5,621,000. He would advocate the utmost possible extension of tariff concessions, either by general arrangement and, where necessary, by individual agreements between two or more portions of the Empire.

As to bulk purchasing and price stabilisation of goods, he thought that to administer such a scheme it would be necessary to obtain complete control over the goods affected. New Zealand's view was averse to an extension of State trading or of Government interference in commercial matters, further than was necessary for the welfare of the people. Until concrete proposals were brought forward he would suspend judgment.

New Zealand entirely agreed that the policy of the United Kingdom was one for the sole decision of her people and Government. In preference, New Zealand had consistently given British goods who had never looked for a quid pro quo from Britain, and she did not do so now, but if after consideration some measure of preference could be extended to Empire produce, it would be greatly appreciated by the people of New Zealand.

Free Trade Opposed.

The South African Finance Minister, Mr. Havenga, said that Empire free trade had been presented as a panacea for all ills, but South Africa could not afford and would not subscribe to such a policy. South Africa would welcome the extension of trade relations with the Empire by agreements providing for reciprocal tariff benefits. If such agreement were reached they should be for sufficiently lengthy periods to give confidence and ensure stability.

Newfoundland's Desire.

If British industry will co-operate in the development of our industries we will do everything in our power to help you to secure the lion's share of our import trade," said Mr. Scullin. He said that the tariff preference is, in the Australian Government's view, the most satisfactory form of help, but they could co-operate in any prac-

tical plan which might be jointly approved.

As an example of the value of the Australian markets to British manufacturers, Mr. Scullin said that while Argentina and Denmark contained twice as many people as Australia, and had a joint import trade almost twice as great, yet £56,000,000 worth of British exports went to Australia as compared with £41,000,000 worth to those two countries. Nevertheless, Britain imported £130,000,000 from Argentina and Denmark as against £54,000,000 from Australia. Mr. Scullin suggested that a Committee be formed to which he would submit detailed proposals for a policy of economic co-operation.

THE Steamship.

"MIRZAPORE"

carrying His Majesty's Mails, will be despatched from this Port on or about WEDNESDAY, the 15th October, 1930, at NOON, taking Cargo for the above Ports.

Silk, Valuables, and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until NOON, the Day of Sailing. The Contents and Value of all Packages must be declared.

For further Particulars, Apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 9th October, 1930.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer,

"HILDA"

From Trieste, Venice, Brindisi, Port Said, Karachi, Aden, Colombo, Penang & Singapore...

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at the Kowloon, whence and on the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 8th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 14th instant will be subject to rent for one further term of 24 years less three days.

All claims against the vessel must be presented to the undersigned on or before the 24th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas. No Fire Insurance has been effected.

Bill of Lading will be countersigned by DODWELL & CO. LTD., Agents.

Hong Kong, 8th October, 1930.

NOTICE TO CONSIGNEES.

COMPAGNIE MARITIME BEIGE (LLOYD ROYAL), SOCIETE ANONYME

From ANTWERP.

The Steamship,

"LONDONIER"

having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hong Kong & Kowloon Wharf and Godown Co. Ltd., whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 14th October, 1930, will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before 21st October, 1930, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th October, 1930, at 10 a.m. No Fire Insurance has been effected.

Bill of Lading will be countersigned by THE BANK LINE LTD., Agents.

Hong Kong, 9th October, 1930.

AIR TRAGEDIES.

SOCIALIST CHARGES AGAINST THE AUTHORITIES

Parla, August 28.

Wednesday's air crashes, with a death toll of ten, and four seriously injured, form the subject of virulent Press attacks against the Air Ministry.

The Socialist organ, Populaire, openly charges the military air authorities with "murder" by compelling young pilots to set out in machines which are generally known to be totally inadequate.

Other newspapers declare that the succession of crashes demonstrates the backwardness of the air authorities in bringing the Air Force to a high standard of efficiency.

An earlier message stated: In addition to the already reported accident to a big military plane near Chartres, involving the death of six occupants, a further smash occurred during the same manoeuvres, a big bombing plane crashing near Dijon, causing the death of four and seriously injuring the other military pilots.

There have ever been

NEW ADVERTISEMENTS

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on MONDAY, the 13th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui Po in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1938, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Relief No.	Boundary	Measurements			General Description	Annual Rent	Upset Price
			N.	E.	W.			
			ft.	ft.	ft.	about		

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PARTICULARS OF THE LOT.

No. of Sale	Relief No.	Boundary	Measurements			General Description	Annual Rent	Upset Price
			N.	E.	W.			
			ft.	ft.	ft.	about		

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on MONDAY, the 13th day of October, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

| No. of Sale | Relief No. | Boundary | Measurements | | | General Description | Annual Rent | Upset Price |
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CULTURE

And Her Hand-Maiden Commerce.

WEBSTER interprets Culture "the training and improvement and refinement of the mind, morals and taste." The greatest influence in promoting Culture has been Commerce because Commerce is ever responsive to the whims and wants of progressive humanity.

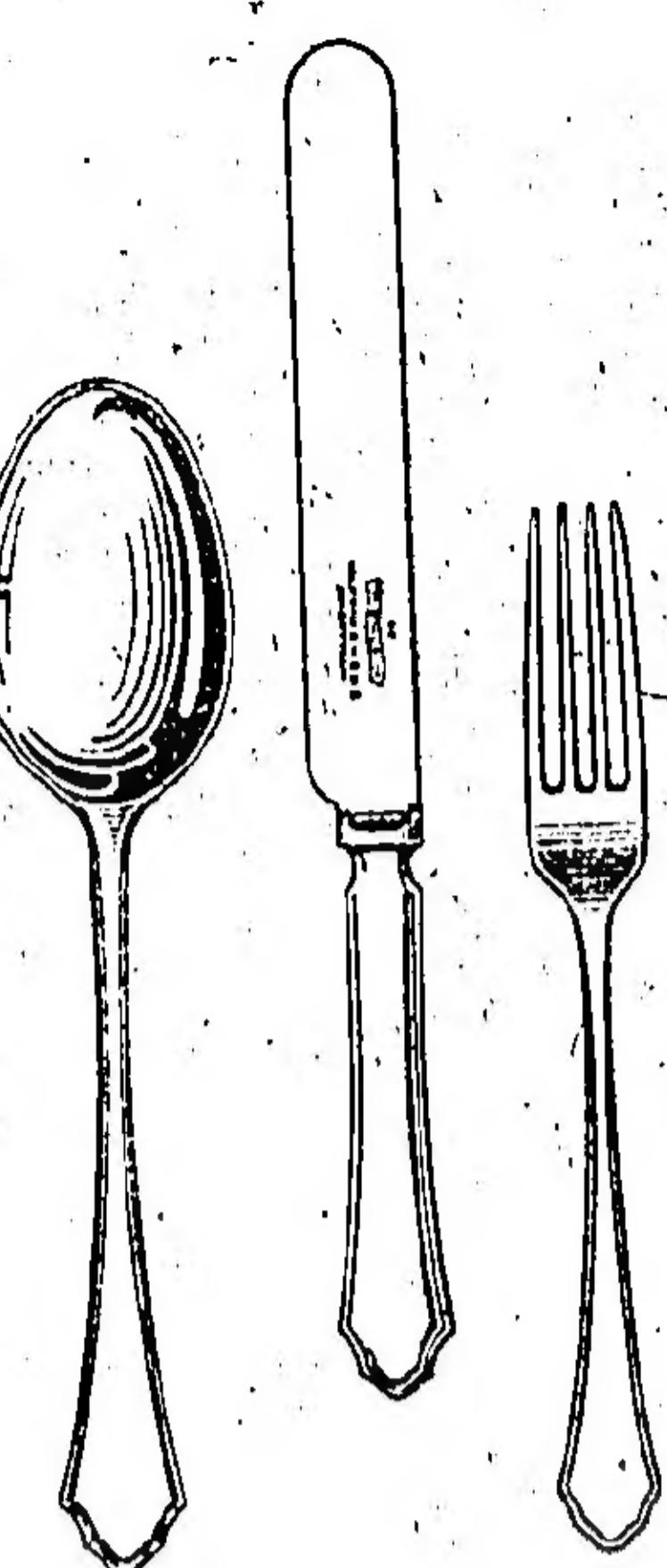
Wherever there arises the inspiration of an artist, wherever a design, a need, a field, or a fancy to contribute to the convenience of human kind commerce makes it accessible regardless of span of oceans, or obstacles between those who create and those who covet.

In the nunneries of France fine laces and lingeries are contrived for the trousseau of a bride in battecreek. The essences of Arabia are imprisoned in the parfumeries that Paris passes on to the boudoirs of Park Lane.

Raw metals from the silver mines of Mexico, created into exquisite table-ware services by the artisans in Sheffield, enhance the refinement and good taste of the hostess in Hong Kong.

LANE, CRAWFORD, LTD.

SILVERWARE DEPARTMENT.

THE
"PEMBURY"
DESIGN.BRINGS REFINEMENT TO
YOUR HOME.

COME TO US FOR THE VICTOR RECORDS
FROM THESE POPULAR MOVIEONE
PICTURES

"SUNNY SIDE UP"

22124 — Sunny Side Up—Fox Trot
Johnny Hamp's Kentucky Screenaders.
— If I Had A Talking Picture of You—F.T.
Johnny Hamp's Kentucky Screenaders.

22146 — I'm a Dreamer, Aren't We All?—F.T. High Hatters.
— You've Got Me Pickin' Petals Off of Daisies—F.T.
High Hatters.

22148 — I'm a Dreamer, Aren't We All? Johnny Marvin.
— If I Had A Talking Picture of You Johnny Marvin.

22195 — Turn On The Heat—Fox Trot Horace Heidt and His Cal.-Georgia Pines—Fox Trot Nat Shilkret and Victor Orch.

36008 — Gems from "Sunny Side Up"
Victor Light Opera Company.
— Gems from "The Love Parade"
Victor Light Opera Company.

PARAMOUNT ON PARADE

22263 — Nichavo! (Nothing Matters) Dennis King.
— If I Were King Dennis King.

22346 — Sweepin' the Clouds Away—Fox Trot Coon-Sanders Orch.
— Any Time's the Time to Fall in Love—Fox Trot Philip Spitalny and His Orch.

22378 — Sweepin' the Clouds Away Maurice Chevalier.
— All I Want Is Just One Maurice Chevalier.

22384 — Dancing to Save Your Sole—Fox Trot Gus Arnhem and His Orch.
— All I Want Is Just One—Fox Trot Gus Arnhem and His Orch.

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THE KWONG KWUI CO., LTD.

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Sport Columns

HOME FOOTBALL.

INTER-LEAGUE MATCH IN SCOTLAND.

IRISH FALL BADLY.

The annual Inter-League match between the Scottish League and the Irish League was played yesterday, the result (according to Reuters) being:

Scottish 5 Irish 0

No drawn game has been recorded in the 31 games between the Scottish and Irish Leagues, the elect of Scotland having won 28 to 3, with a goal record of 100 to 26 in their favour.

F. A. CHARITY SHIELD.

Wednesday and the Arsenal met yesterday in the F. A. Charity Shield competition, the result being:

Arsenal 2 Wednesday 1

SOUTHERN LEAGUE.

Brighton met Swindon in the Southern section of the Third Division of the League, the result being:

Brighton 1 Swindon 0

Goals.

	F. W.	D. L.	F. A.	Pts.
Melts C.	10	8	2	28
Torquay	10	6	2	28
Northampton	9	5	3	13
Bronford	10	4	4	18
Coventry	9	4	2	16
Fulham	9	4	3	11
Crystal Pal.	9	4	2	27
Swindon	10	5	10	18
Queen's P.K.	9	4	1	19
Gillingham	9	3	3	17
Southend	9	4	1	20
Brighton	10	3	4	14
Bristol R.	10	3	3	16
Luton	10	3	3	14
Clapton O.	9	3	2	17
Bournemouth	9	2	4	12
Watford	9	3	2	12
Walsall	9	3	1	21
Exeter	10	2	3	5
Norwich	9	1	4	9
Thames	9	2	1	11
Newport	9	2	0	7
				25

RUGBY FOOTBALL.

THE FIRST TRIAL OF THE SEASON.

H.K.C. TEAMS.

In the first Club trial match, the Probables defeated the Possibles by 23 points to 8. A one-sided first half was the cause for the Probables tall scoring. Last minute changes in the teams were G. A. L. Plummer for G. E. R. Divett and J. A. Beaumont for J. R. Ridell.

From the kick off the Probables gained possession and some loose play was followed by Burch going over for an unconverted try. Precision was maintained and the score increased when Koop cut through to score near in Goldman converted to put the Probables 8 points in the lead. It was not long before Koop broke through again using his great speed to advantage. Just before half-time Koop was again responsible for another try, a reverse pass sending Plummer over for Goldman to convert.

Half-time:—

Probables 16
Possibles 0

Two changes were made during the breather, Turner taking the place of King and Sutill that of Cox. These changes had a good effect and play was far more even. Soon after the re-start Whitham, the Probables full-back, was forced to leave the field owing to a knee injury. Buttress took the last position of defence. A ding dong battle raged in mid-field for some time until Plummer relieved the tension by scoring well out on the touch line. The Probables were now leading by 19 points to nil. Frequent raids on the Possibles' line resulted in Goldman dropping a good goal.

The Possibles' solitary try came from Ferguson, who neatly swerved past two players to score a good unconverted try. This acted as a tonic to the losers, but time was drawing short and a last effort was too late, the final whistle sounding with the Possibles attacking strongly.

LAWN BOWLS.

HOLLAND TOO GOOD FOR ROYLANCE.

A. M. Holland proved too good for G. E. Roylance in the fourth round of the Open Singles Championship last night. The game was played on the K.C.C. green and Holland won very comfortably by 21 shots to 4, in 15 heads. The winner now meets J. Ferguson in the semi-final.

Holland led by 9 shots to 3 at the sixth, and had two fours in succession at the tenth, and eleventh, to give him a lead of 17 to 4. He had singles at the next four heads to win as stated.

Craigengower Dinner.

In celebration of their performances in the First Division of the Lawn Bowls League this season, the players of the Craigengower C.C., who have won the shield for the third year in succession and the fourth time since 1926, are being entertained by Mr. H. W. Bradbury at a dinner at the Club on Saturday night. The dinner will be followed by a dance starting at 9.30 p.m.

RIFLE LEAGUE.

ANNUAL MEETING POSTPONED.

The annual meeting of the Hong Kong Rifle League has been postponed until a later date owing to to-morrow being a public holiday.

BOXING.

SURPLUS OF INCOME LAST YEAR.

SUBSCRIPTIONS DOWN.

A surplus of income over expenditure was announced by Mr. R. M. Dyer, who took the chair at the annual meeting of the Boxing Association last night. Mr. Dyer also intimated that His Excellency the Governor had kindly consented to become President.

Actual figures quoted by the Chairman showed a surplus of \$708.27, as against excess of expenditure last season of \$798.94.

Subscriptions showed a falling off from the previous year, but public support was apparently improving.

Mr. T. G. Bennett, Honorary Treasurer and Secretary, had resigned as he was due for Home leave, but Mr. G. S. Hugh-Jones had kindly consented to take his place.

Mr. C. Bond proposed that Mr. Bennett be presented with small memento, which met with unanimous approval. The question of a training school was deferred.

The Officers for the ensuing year are as follow:

Chairman:—Mr. R. M. Dyer.

Vice-Chairman:—Mr. J. Scott Harston.

Official Referee:—Mr. A. Murdoch.

Hon. Secretary and Treasurer:—

Mr. G. S. Hugh Jones.

General Committee:—Messrs. A. W. Grimmett, W. Logan, C. Bond, H. G. Sheldon and W. Ward.

TENNIS.

LADY CHAMPION OF JAVA.

Miss Lucy Lee, the lady tennis champion of Java, who played exhibition games at the Chinese Recreation Club yesterday, set a new style in apparel for net women by appearing on the court in a sleeveless white blouse and long trousers, which gave her a manly appearance.

Miss Lee was opposed by Miss Enid Lo in a singles game, and rather disappointed the spectators by losing to the local girl. Miss Lo was at the top of her form and appeared to be unable to do anything wrong, whilst the visitor displayed few good strokes, being generally weak in the exchanges. Miss Lo won by 6-1, 6-2.

In a doubles game which followed, Miss Lee partnered Miss Lo against Mrs. James and Mrs. Keary. The European pair proved too strong a combination for the Chinese and won in straight sets of 6-3, 7-5, but they had to play all they knew to secure the last set.

Subsequently a mixed doubles game was played. Miss Lee was partnered by S. A. Rumjahn, whilst Miss Lo played with her brother M. W. The brother and sister's team work was perfect, no doubt due to constant play together. This advantage was too much for the other pair, who, although they put up a gallant fight, lost by 6-1, 7-5.

SERVICES TOURNAMENT AT Y.M.C.A.

The semi-final and final of the Y.M.C.A. Services Tennis Tournament were played at the Kowloon "Y" yesterday, and resulted as follows:—

Sem-Finals.

Corporal Penny, R.C.O.S., beat B.Q.M.S. Stephenson, R.A., 6-2, 7-5.

Sergt.-Major Atkinson, R.A., beat Sergt. McCarthy, S.L.I., 4-6, 6-0, 6-0.

Final.

Sergt.-Major Atkinson, R.A., beat Corp. Penny, R.C.O.S., 6-2, 6-2, 6-2.

CRICKET.

K.C.C. TEAMS FOR TWO DAYS MATCH.

The following will represent the K.C.C. 1st XI in their two days' match against the H.K.C.C. at Kowloon, starting at 11 a.m. to-morrow and 2 p.m. on Saturday:—J. C. Lyle (captain), E. C. Fincher, E. F. Fincher, W. Brace, F. Goodwin, S. Jex, Capt. J. R. Reynolds, F. Zimmerman, W. C. Hung, G. C. Burnett, and F. S. W. Smith.

The K.C.C. 2nd XI, which will meet the H.K.C.C. second eleven on the Hong Kong ground, commencing at 11 a.m. to-morrow and 2 p.m. on Saturday will be:—R. E. Lindsell (captain), G. Lee, G. A. V. Hall, N. A. E. Mackay, D. W. Gregory, F. E. Skinner, Capt. W. Shipsey, F. Cavey, J. Fraser, H. Overy, and A. H. Raven.

GRAND OPENING

TO-MORROW

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100% TALKING
DANCING & SINGING

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MAJESTIC

Nathan Rd, Kowloon, Phone 57222
Advance Booking at the Theatre

THURSDAY, OCTOBER 9, 1930.

THE CHINA MAIL.

THE HONG KONG PENINSULA HOTEL:
HONG KONG HOTEL : REPULSE BAY HOTEL :
PEAK HOTEL
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In association with the Grand Hotel des Wagons Lits, Peking.



AIRLIE HOTEL 23-25, NATHAN ROAD, KOWLOON.
Under European Management. Three Minutes From Ferry.
EXCELLENT CUISINE - MODERN APARTMENTS.
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THE HARBOUR VIEW PRIVATE HOTEL.
9-12, Chatham Road, Kowloon.
Finest Situation on the Peninsula. Large airy rooms with full
Benefit of the Cool Sea Breezes. Unequalled Cuisine. Cable Add.
Phone Tel. 56734. Proprietress:—Mrs. Gardiner. "Harview."

POST OFFICE NOTICE.

GENERAL HOLIDAY.

On Friday, the 10th instant the General Post Office and Branch Post Offices will be open from 8 a.m. to 9 a.m. There will be one collection from the pillar boxes, one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

INWARD MAIIS

From THURSDAY OCTOBER 9. Per
Japan Tjipanas
Europe via Suez (Letters and Papers, London, Sept. 11) and Parcels (Sept. 4) Morea
U.S.A., Honolulu, Japan and Shanghai (San Francisco, September 13) and Europe via Siberia (London, September 20). Shinyo Maru.
FRIDAY, OCTOBER 10. Oostkerk
Manila President Grant
U.S.A., Canada, Japan & Shanghai (Seattle, Sept. 20). Malwa
Japan and Shanghai Malwa
SATURDAY, OCTOBER 11. Sunning
Shanghai and Swatow Kidderpore
Straits.

OUTWARD MAIIS

For THURSDAY, OCTOBER 9. Per
Samshui and Wuchow Chong On 4 p.m.
Saigon Telemachus 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Afric, Aden, Egypt & Europe via Marseilles Malwa (Due Marseilles November 7.) G.P.O.
K.P.O. Parcels Oct. 9, 4.30 p.m. Parcels Oct. 9, 5 p.m.
Registration Oct. 11, 9 a.m. Registration Oct. 11, 9.45 a.m.
Letters 10 a.m. Letters 10.30 a.m.
FRIDAY, OCTOBER 10.
Shanghai, Japan and Europe via Morea 9 a.m.
Siberia Hal Ning 9 a.m.
Swatow, Amoy and Foochow SATURDAY, OCTOBER 11.
Australia (except places North of Brisbane) and New Zealand Malwa, connecting with Nieuw Zealand at Singapore (Due Brisbane, Nov. 4)
via Singapore and Brisbane Registration Oct. 11, 9.15 a.m.
Letters 10 a.m.

* Superceded correspondence only.

ATHLETICS WIN.

ST. LOUIS LOSE WORLD'S BASEBALL PRIZE.

FOUR WINS SECURED.

New York, Yesterday. Philadelphia Athletics have retained the world's baseball championship by defeating St. Louis Cardinals by 7-1 in the sixth game, thus securing four wins.—Reuter's American Service.

GOLF.

STARTING TIMES FOR TO-MORROW.

The following are the starting times of the Royal Hong Kong Golf Club for to-morrow, the 10th instant:

9.20 a.m. A. G. Copplin, H. C. Shrubsole.
9.24 " I. H. Geare, D. Forbes.
9.28 " N. K. Littlejohn, J. G. Campbell.
9.32 " E. Grindle, A. B. Stewart.
9.36 " I. Allison, P. Morrison.
9.40 " E. R. Price, H. T. Buxton.
9.44 " T. J. Price, Rev. C. E. Shann.
9.48 " D. J. Keogh, J. S. Dykes.
9.52 " D. J. Gilmore, R. Young.
9.56 " A. D. Humphreys, W. C. Shields.
10.00 " F. Groves, E. N. Monie.
10.04 " G. G. Johnson, R. L. S. Webb.
10.08 " J. P. Warren, W. Wright.
10.12 " J. W. Mayhew, H. L. Schultz.
10.16 " A. Leach, Cdr. Morris.
10.20 " R. A. Stuart, S. S. Perry.
10.24 " A. E. Lissaman, T. S. Whyte-Smith.
10.28 " H. H. Williams, Capt. Wel.
10.32 " L. Goldman, G. D. Nicholl.
10.36 " W. J. Clerk, R. W. Taplin.
10.40 " J. E. Richardson, J. Forbes.
10.44 " W. A. Weight, E. Stone.
10.48 " Col. Stokes, E. J. R. Mitchell.
10.52 " R. E. Atwell, E. M. Moon.

A meeting of colliery owners in London approved the preparation of a Central Marketing Scheme under the Coal Mines Act, 1930.

Mr. A. H. Yeatman, aged about 60, a Poole (Dorset) solicitor, was drowned while bathing at Poole.

MOSCOW ANGRY.

ANTI-SOVIET ACTIVITY IN MANCHURIA.

"DISMISS THE WHITES."

Moscow, Yesterday. The Soviet Government has sent via Mukden a note to the Manchurian war lord, protesting against "the unceasing anti-Soviet activity among White Russians in Manchuria," and insisting on the immediate disarming and deportation of White bands and the dismissal from the Chinese service of all Russians actively participating in the White organisations.—Reuter's.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 1/3 9/16
Bank, on demand 1/3 9/16
Bank, 4 months' sight 1/3 11/16
Credits, 4 months' sight 1/4 1/4
Documentary, 4 months' sight 1/4 1/4
Paris—
On demand 802/4
Credits, 4 months' sight 842/4

On New York—
On demand 31 1/2
Credits, 60 days' sight 32 1/2

On Bombay—
Wire 87 1/2
On demand 87 1/2

On Calcutta—
Wire 87 1/2
On demand 87 1/2

On Singapore—
On demand 87 1/2

On Manila—
On demand 63 1/2

On Shanghai—
On demand 78 80 1/4
Dollar 8 1/2 % dis.

On Yokohama—
On demand 63 1/2

Sovereigns (Bank's buying rate) 1/4 3/16
Silver (per oz.) 16 1/2

Bar Silver in Hong Kong Par.

Copper Cash Nominal.

Copper Cents 3% prem.

Rate of Native Interest 3 1/2 % p.a.

Chinese Sub. Coin 24 1/4 % dis.

Hong Kong Sub. Coin Par.

Mining.

Bengtssen 8.70

Kallan Mining Ad. 36/3

Langkat 91

S'hai Exploration Th. 1.90

Bar Silver in Hong Kong

Raubs 241

Docks, Wharves, Godowns, &c.

H. K. & K. Wharves 168

H. K. & W. Docks 94

China Providents (old) \$ 5.15

(new) \$ 2.40 2.65

Hongkong 250

N. Engineering 7.80

Shanghai Docks Th. 122

Lands, Hotels & Buildings.

H. K. & S. Hotel 11.30 111

H. K. Lands (old) 761

(new) 731

Rights 194

Shanghai Lands Th. 305

Humphrey 16

H. K. Realies 81 81

Chinese Estates 87

Cotton Mills.

Ewo Cottons 124

Shanghai Cotton Th. 88

Zoong Sing 101

Public Utilities.

H. K. Peak Trams (old) 17.90

(new) 18.60

Star Ferries 88

China Light (old) 24.70 2b

(new) 24.71

H. K. Electric 773 781 771/78

Macao 23

Kandahar Lights 112

H.K. Tels. fully paid \$ 361 232 224

China Bus. 129 128

S'poreTractions(Ord.)/Prf. 9/—

(Prf.) 19/—

In Liquidation.

China Sugars 1

Malabon Sugars 27

Cald. Magz. Ord. Th. 10.80

Prf. Th. 10.40

Canton Ice 0

Cement (com.) 17.65 17.85

(old) 5.30

(new) 5.30

H. K. Ropes 103 102

United Aceas 5

Stories, &c.

Dairy Farms C/R 26.50

X/R 241

Right 8

Watsons 11.00

Der A. Wings 1

Lane Crawford 10

Mackintoshes 11.60

Sinceres 2.85

Wm. Powells 2.85

Bringing Up Father

Interlocking

MAN LOONG.
PRESERVED GINGER MANUFACTURERS.

NEW SEASON PRESERVED GINGER.

Best quality—Prompt attention to Exporters.

Office:—2, Dundas Street, Kowloon. Tel. 57088.

Factory:—2 Godown, Praya, Dundas Street, Mongkok.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 9th Oct., 1930.

STOCK	Buyers	Sellers	Sales	Nom.	Min. year	Last dividend and when paid
Banks.						
Hong Kong Bank ...	1510	... 17	... 17	...	Dec.	Interim 25 cents 1/2 1929 Int. 25 cents 1/2 1930
Chartered Bk. Adm. ...	...	105	...	105	Dec.	Interim 25 cents 1/2 1929
Mercurial Bk. Adm. ...	...	124	...	124	Dec.	Int. 25 cents 1/2 1929
Bank of Asia ...	...	111	...	111	Dec.	\$5 for 1929.
Insurances.						
Canton Ins. ...	1035	...	...	...	Dec.	Final 25 cents 1/2 1929
Union Ins. ...	441	...	...	...	Dec.	Final 25 cents 1/2 1929
China Underwriters ...	2.35	2.70	...	...	Dec.	None
China Fire Ins. ...	400	...	...	...	Dec.	Final 25 cents 1/2 1929
H. K. Fire Ins. ...	1030	...	...	...	Dec.	Final 25 cents 1/2 1929
Shipping.						
Douglas ...	231	...	...	...	Dec.	Last dividend for 1924.
H. K. Steamboats ...	251	...	...	...	Dec.	\$1.50 for 1929
Indo-China (Pref.) ...	...				

MOTORISTS THIS IS YOUR PAGE

To most of us, cotton is just cotton. But cotton growers know differently. They know that Mother Nature created, not one kind of cotton, but several. And that from among these several varieties she picked one to be better than all others. To this favoured variety she gave the longest, strongest, silkiest fibres; she made it most valuable to man.

In the same way, Mother Nature created, not one kind of crude oil, but several. Then just as she made one kind of cotton better than others, so she picked one crude oil and made it best of all.

Mother Nature made this one crude oil of finer materials — free from tar, asphalt and sulphur compounds. She made it richer — far richer in lubricating value.

With such a start in quality, it is not in the least surprising that Pennsylvania crude oil yields the finest lubricating oils known to man. Oils that are longer-lived, that will not break down under the terrific heat experienced in the modern motorcar engine and that will, under normal conditions, give at least 1,000 miles of super-lubrication to filling.

From this high quality crude oil we make Gargoyle Mobiloil — the most economical and efficient motorcar engine lubricating oil because it positively seals the clearance between piston ring and cylinder wall — and a perfect piston seal means maximum power — reduces crankcase dilution, minimizes gasoline consumption.

AND last but not least, Mobiloil almost totally eliminates friction — the greatest of all metal destroyers. Thus doing away with premature wear and consequent unnecessary repairs and replacements.

We respectfully suggest to you that you drain the old oil while the engine is hot and refill to proper level with the correct grade of Gargoyle Mobiloil.

VACUUM OIL COMPANY



ENGINE TESTS.

Under Genuine Service Conditions.

It often happens on a new car that some small defect becomes apparent. Perhaps the dynamo does not charge or the ammeter fails to record. This is usually due to the fact that although the engine itself may have been bench tested, the components have undergone a somewhat perfunctory test on the road only.

At the famous works in Derby, where Rolls-Royce engines are made, such possibilities of trouble are eliminated in the Engine Test Shop. When an engine has been through its preliminary light running test, it is mounted on a test bed and is coupled up to a Heenan & Froude water brake. Here the battery, magneto, dynamo and all the dashboard instruments are connected up and the engine is run exactly as it is when in service in the car. The various components thus get a complete test *in situ*, in addition, of course, to the previous individual tests to which each has been subjected.

At the start of this "Endurance Test," as it is called, the unit is run for half an hour under light load; it is then run for a similar time at 1,000 r.p.m. under quarter load, after which the speed is increased to 1,500 r.p.m., the load to three-quarters and the running period to an hour. When this is completed it is run for three separate "bursts" of five minutes at 2,000 r.p.m. under full load.

Power curves are then taken. These are obtained by five minute runs under full load at 500, 750, 1,000 r.p.m., and so on up to 3,000 r.p.m. Readings are taken, and each engine must conform to a definite standard of consistency. Actual petrol consumption tests are also recorded on flow meters and here again, consistency is the key-note. It is only when these and many other details have been completed, that the unit is passed on for examination, decarbonising, etc., before being fitted to a chassis and subjected to weeks of testing in the works and on the road.

It is often said that cheap mass-produced cars are like peas in a pod, that one is exactly like the next. This may be true as regards appearance but, as everyone knows, the performance of such cars varies enormously. Actually it is in such a works as the Rolls-Royce that chassis which are "all alike" are produced, for each one is tuned and tested until it is exactly as good as the next—and up to the very high standard set for it. Individually, of course, is found in the bodywork, for since the Rolls people do not undertake coach-work, appearance is in the hands of the body-builder and it is seldom that any one finished car resembles another.

PRIZE CONTEST.

Offered on Plymouth Car.

A world-wide contest, involving a remarkable list of prizes, was announced to-day by a local Plymouth dealer. This contest will feature the Plymouth Car, the Chrysler-built leader in the low-priced field.

An Income For Life.

Full details are announced to-day concerning 1,011 prizes, that will be given winners of a short essay contest on "Why I'd Buy a Plymouth." Everyone over legal driving age is eligible to participate. No engineering knowledge will be necessary. Those entering will base their opinions on facts gleaned from a special demonstration to be given by local Plymouth dealers.

First award will be a thousand dollars a year for life. To the next five winners will go a year's trip around the world, all expenses paid. There will also be five cash prizes of \$1,000 each, and 25 Plymouth cars to be awarded. The 975 remaining prizes consist of cash awards of \$500 and down.

Local Dealers will Co-operate.

The Plymouth car is one of the sales leaders in the low-priced field. Brought out by Chrysler in 1926, it has enjoyed the distinction of being the only full-sized car in its price class. It is handled everywhere by the Chrysler, Dodge and De Soto dealers who will co-operate in this contest.

The latest date on which entries for this contest may be posted from Hong Kong is October 20.

CONTROLLED SERVICE.

For Users of Ford Cars.

Controlled service for the benefit of Ford automobile users as it operates to-day is a far cry from the service provided by Henry Ford in 1908 but it is founded upon the same principle.

In his early days of automobile manufacture, Mr. Ford frequently would deliver a car personally to the new owner and see to it that arrangements were made to keep it in good running order. Usually he would find the best mechanic available and explain the construction of the car to him. When such a mechanic was not to be found the town blacksmith was pressed into service.

Obviously, as the business grew this personal service became impossible. But Mr. Ford made it his business to have appointed, in the ever-widening circle of towns, capable men who would devote their entire time to the care of Ford

automobiles. This force of men worked under close factory supervision and according to set standards.

The controlled service, as it has now become known, was founded upon the initial business principles which actuated Mr. Ford, namely that his obligation to car purchasers did not end with the sale.

Just as the Ford Motor Company was the pioneer in the making of "a strong, simple, satisfactory automobile at low price" so it also was the pioneer in establishing complete and satisfactory service facilities. Provision for the speedy purchase of parts and repairs at a reasonable cost were the innovations of that service.

There are to-day more than 8,000 Ford dealers in the United States whose mechanics have been trained in special schools conducted by the Ford Motor Company and who are equipped with the latest service machinery. No matter in what section of the country the car owner may find himself, there is a Ford dealer prepared to render prompt and business-like service at fair charges, eager to relieve the owner of care of his car and help him get thousands upon thousands of miles of satisfactory, enjoyable motoring at low cost per mile.

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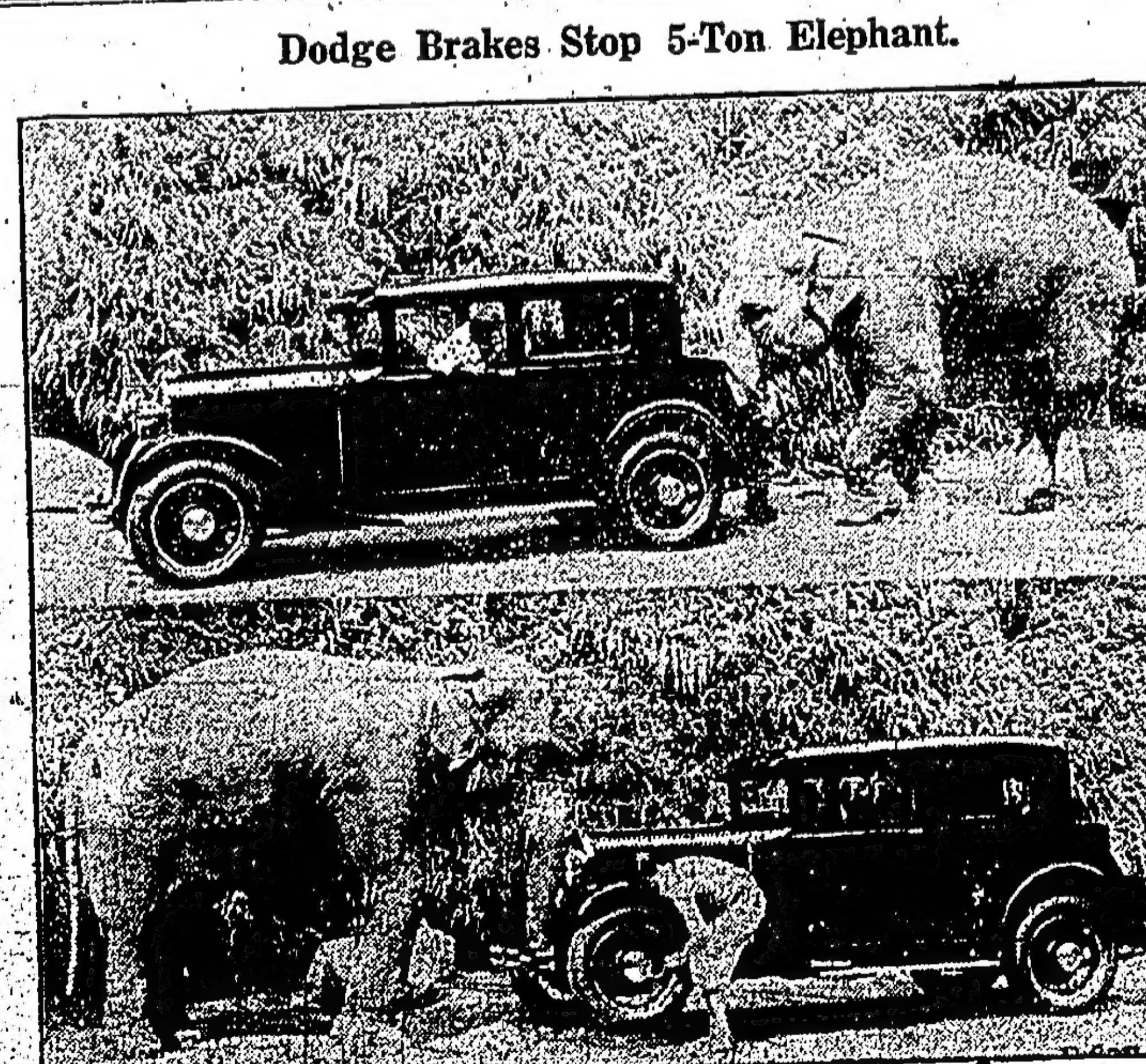
Sole Agents:

SINCERE'S

GUY TROLLEY BUSES.

The interest which is being shown in trolley omnibus development in Britain is by no means a purely national matter. On the Continent of Europe and in fact throughout the World interest has been stimulated to a marked degree, as is proved by the large number of overseas engineers who visit the principal trolley bus installations in Great Britain. Most of these visitors have returned to their own countries enthusiastic about the possibilities of the trolley bus for dealing with traffic densities and special characteristics. It is, therefore, significant that Guy Motors Limited — the World pioneers of the six-wheeled double deck trolley bus — have recently delivered an initial fleet of six-wheeled single deck trolley buses to The Societe Nationale des Chemins de Fer Vicinaux in Belgium, and to The Societe Electrique Bresciana in Italy.

The popularity of the Guy trolley bus can, in a large measure, be attributed to the patented system of regenerative control which is exclusively fitted. When coasting down a hill the Guy trolley bus, instead of consuming current, generates it and puts it into the line. In one town in the South of England this results in an annual saving of £50 per vehicle in current consumption alone.



Dodge Brakes Stop 5-Ton Elephant.

Four-wheel hydraulic brakes on Dodge Brothers' cars are more than one elephant-power as shown when Jumbo matches his five tons against this braking force. The car stands like Gibraltar because a force of 500 pounds per square inch can be exercised at each brake from a pressure of only 120 pounds at the brake pedal. The positive action of hydraulic brakes is assured by fundamental laws. Jumbo is finding an easier job lifting the car for a tire change as shown below although of course a jack is harder to carry around than an elephant.

The World-Wide "Why I'd buy a Plymouth" Contest

Magnificent Prizes—Interesting —Easy to Try—

Plymouth invites you to enter the world-wide "Why I'd buy a Plymouth" Contest... an unusual opportunity to compete without obligation or cost for splendid prizes well worth your time and interest.

The prizes described at the right will be awarded to those who write most convincingly the reasons why the new, finer Plymouth is a good car to buy. Fine writing is unnecessary. Knowledge of the car and its important superiorities is the most important thing.

We will gladly help you to win by demonstrating the Plymouth to you and describing its many unusual features.

The contest closes at midnight, October 20th. Enter now. Come in and get entry blank and complete information.

PLYMOUTH
CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.
484-486, QUEEN'S ROAD, WEST.
TEL. 25674.

**PRIZES SOMEBODY
WILL WIN...
WHY NOT YOU?**

\$1,000 A YEAR FOR LIFE

FIVE AROUND
THE WORLD TRIPS

FIVE \$1,000 CASH PRIZES

TWENTY-FIVE
PLYMOUTH CARS

AND 975 OTHER CASH

PRIZES RANGING FROM

\$10 TO \$500 EACH.

403

THURSDAY, OCTOBER 9, 1930.

OVER-CONFIDENCE.

Study the Psychology of Driving.

At the outset a word to the many who have joined the ever-increasing ranks of new motorists; Beware of over-confidence. And to those experienced ones: Study the elementary psychology of driving.

Much in the way of instruction and caution is given to the rank novice at the wheel. Long articles are written for his benefit, and detailed comments and illustrations are published to teach him the proper handling of his car. He is faced with innumerable "Don'ts" and "Shall nots," and is looked upon as a dangerous element until such time as he appears to have gained mastery over his car.

Now, follow this same individual when the scare of driving has been overcome, when all the exaggerated beginner's "boogies" of motoring have lifted from his imagination, and you will oft-times find him swing to an extreme. He assumes that confidence which is not born of experience, and generally overestimates his driving ability, until such time as his judgment is quickened, perchance by some hairbreadth escape, writes C. F. Beauvais in the *Autocar*. He is therefore more likely source of danger when he first appears proficient and begins to drive his car in the literal sense than he was as a beginner.

Experienced Drivers' Not Spectacular.

The experienced driver is seldom spectacular, while the one with a newly acquired sense of control believes for a while that his lessons are at an end, and forgets that a car provides us all with innumerable opportunities of making fools of ourselves and being a menace to others.

It is not wise to assume that the driving of a car is a type of activity limited in its scope to the actual manipulation of its mechanism; it encompasses a much wider field of thought and responsibility. In its deeper analysis it is a progressive accomplishment which, if thoughtfully carried out, forms an exercising ground for the practice of consideration, calmness, alertness and rapid decisions.

For the promotion of increased safety every motorist should ponder the question of greater efficiency in driving, remembering, as we all do, how by the vigilance of those who are adepts in the art of driving we have been spared much serious trouble.

Mastery of the controls of your machine is one thing, but the lessons of restraint and control of your own voluntary and involuntary actions with your car are another, and by far the greater factor towards good driving, and general safety.

Unquestionably, more than just driving knowledge is essential now that the number of vehicles, and their speed are rapidly on the increase. Individual tendencies, including one's number of accidents, even to their total elimination, for intelligence at the helm is the practical way out of mishaps.

As Others See Us!

As we do not readily possess the gift of seeing ourselves as others see us, it will be no effort to call to mind that fellow we all of us sometimes encounter, often rather young driving with much noise a light sports two-seater. He seems to exclaim, if not in words, "I am a real expert at Driving," with a capital D. The gears go in with a bang, and so does the clutch, the accelerator is touching the floorboards, while the back wheels polish up the roadway. Round blind corners he goes, maintaining an artificially placid air of boredom and generally running most inordinate risks at cross roads.

A driver, in short, who seems not to remember that he is steering so many hundredweight of metal through the air, and forgets about momentum until it is sometimes too late. Could this be called driving? Well yes—in the literal sense.

With the automobile of to-day there is no need for affectation, pride, or any abnormal and unmanly idiosyncrasy. Smoothness and comfort characterise car driving. It breathes swift restfulness, and should give man added opportunity for peaceful yet rapid deductions.

I must admit that I scarcely like the use of the word "driving" as applied to the automobile. It certainly corresponds better with cattle, or chariots. It suggests what it means; it hints at force. The dictionary, amongst its definitions of driver and driving says: "Having force—of impulse, to urge forward by force, to move by physical means."

Driving, then, does not seem a suitable word for the gentle art of conducting such a silent and efficient piece of mechanism as the modern car. Its manipulation is really delicate. There is no wrestling required. Is this the reason why our continental friends always refer to the driver as "Conducteur"?

Silence is golden it is said, and this truly applies to the motor car, for quiet working is a sure sign of efficiency. This silence, when supplemented with real driving ability, assures that absence of strain and fatigue which is otherwise noticeable at the end of a long day's run.

When touring it is not advisable to adopt the practice of either the hare or the tortoise. Road conditions often set the pace but, if possible, steady, moderate speed on the open road is preferable to dangerous rushes or incomprehensible sudden crawl, especially when occupying the crown of the road.

The fact that we travel fast or slowly is not necessarily to label ourselves reckless or timid. It is the motive that really counts, and a mental survey of our purpose is quite a good thing with which to occupy our thoughts before starting out for a run.

If we are touring for pleasure, let us assure it by being courteous to other road users, and refrain from being exacting and short-tempered, not fearing to give way to other motorists, who perchance may be on business and have little time to their disposal.

Safety first—the safety of others first—is a good rule to observe, together with a determined refusal to cultivate the acquaintance of that twin brother of ignorance, "Chance."

One terrible offence which appears very prevalent on our highways and by-ways to-day is the habit of thinking that because a driver wishes to overtake another car he has entered upon a speed challenge—whereupon the one being overtaken immediately accelerates.

Mr. Thomas was followed by Mr. S. M. Bruce who remarked that as a private individual he was able to say what he could not in his former position as Premier.

In motor cars alone he calculated that in the three Southern Dominions, Australia, South Africa and New Zealand, there was a market worth no less than £18,000,000 a year. He had had some hard things to say of British manufacturers when he attended Imperial Conferences some years ago, but what he had seen at Humber showed him that there was now no cause for criticism.

"I have a Humber 'Snipe' myself," he said, "and I am satisfied that this is definitely the car the overseas motorist wants. I have had wonderful service from it including an arduous tour in France of 2,500 miles and another in Scotland of 1,500 miles and not a moment's trouble yet. Go on producing a car like this and you have the world markets at your feet."

Amongst the guests was Sir George May, head of the Prudential Assurance Co., who in a speech after the luncheon referred to Messrs. Rootes' million-pound scheme for establishing service stations throughout the world.

Messrs. Thomas and Bruce also spoke again after the luncheon, the former paying a tribute to the achievements of the Rootes brothers, whose spirit of enterprise and high endeavour he cited as an example to all ranks in British industry.

AT NUMBERS.

Striking Speech by Mr. J. H. Thomas.

The Right Hon. J. H. Thomas, Minister of State for the Dominions, and the Right Hon. S. M. Bruce, Ex-Premier of Australia, recently paid a visit of inspection to the Humber and Hillman works at Coventry.

After seeing the vast work of re-organisation which is now approaching completion and after inspecting the various models, particularly the Humber "Snipe" and the Hillman "Straight-Eight," Mr. Thomas addressed a great assembly of workers during their dinner hour.

"In the course of an extremely witty and forceful speech, he said that there was no solution to the problems of unemployment except by getting more customers for our products. 'Road work,' he continued, 'for which I sanctioned an expenditure of one hundred million pounds, can be but a temporary relief. The real problem is to find permanent employment for the technical craftsman whose skill has contributed so much to the traditional excellence of British workmanship. We are not handicapped for brains, skill, energy or willingness to work, but merely because we have not applied ourselves to the changed conditions of to-day.'

"That is why I am so impressed with what I have seen at the Humber works, both in the cars and the shops themselves. There is no industry that offers such great opportunities for employment; I congratulate this firm on its foresight and on the progress made towards reduced costs and increased production which alone are the foundations of permanent prosperity."

Mr. Thomas was followed by Mr. S. M. Bruce who remarked that as a private individual he was able to say what he could not in his former position as Premier. In motor cars alone he calculated that in the three Southern Dominions, Australia, South Africa and New Zealand, there was a market worth no less than £18,000,000 a year. He had had some hard things to say of British manufacturers when he attended Imperial Conferences some years ago, but what he had seen at Humber showed him that there was now no cause for criticism.

"I have a Humber 'Snipe' myself," he said, "and I am satisfied that this is definitely the car the overseas motorist wants. I have had wonderful service from it including an arduous tour in France of 2,500 miles and another in Scotland of 1,500 miles and not a moment's trouble yet. Go on producing a car like this and you have the world markets at your feet."

Amongst the guests was Sir George May, head of the Prudential Assurance Co., who in a speech after the luncheon referred to Messrs. Rootes' million-pound scheme for establishing service stations throughout the world.

Messrs. Thomas and Bruce also spoke again after the luncheon, the former paying a tribute to the achievements of the Rootes brothers, whose spirit of enterprise and high endeavour he cited as an example to all ranks in British industry.

OVERSEAS TRIBUTE.

British Commercials Praised by Canadian Engineer.

The Canadian motor car market is generally supposed to be an extremely difficult one for British manufacturers to penetrate. Particular interest attaches, therefore, to the glowing tribute paid by the City Engineer of Edmonton, Alberta, to the lasting qualities of a British commercial vehicle which has been in service there for just under twenty years.

"A Commer truck bought by us in 1911," he states, "has been in use since. It is equipped as a flusher, and has been constantly run for sixteen hours a day in the summer months. No evil results of overloading have been observed, and the machine has still a useful life before it."

This Leyland vehicle is a six-wheeler of 5/6-ton capacity, and makes three trips a fortnight with eleven head of cattle on the lorry and nine on the trailer. In order to minimise the length of time in which the cattle will be kept in one position, the journey is made in one continuous run which lasts about 86 hours. This new method of transport has the advantage of obviating the loss in condition of the cattle, which would occur in driving, and it is interesting to note that the top price is always secured for cattle thus transported.

Owing to the great distance which has to be travelled across country, for nearly 250 miles of which will be seen nothing but kangaroos, the vehicle is fitted with a very large cab which provides space for a bunk and per-



"Look at that new Buick pulling so easily through this deep sticky mud!"

"Yes—it must be a pleasure to own a car like that—to travel anywhere—with no fear of getting in trouble."

GET behind the wheel of the new Buick Eight to-day. Head out on a road where you can open the throttle—or over routes where drivers of other cars, no matter how costly, will not venture! Then you'll understand the reason for the confidence motor car buyers have in Buick—why thousands of dollars worth of Buicks were sold—before the car was ready!

Buick with its tremendous horse-power. valve-in-head, eight-in-line motor, new synchro-mesh transmission, and its 37 other major features and improvements gives you a thrill absolutely new to your motoring experience.

We have a car ready to give you a free demonstration.

The BUICK 8

The Eights with Buick's Prestige

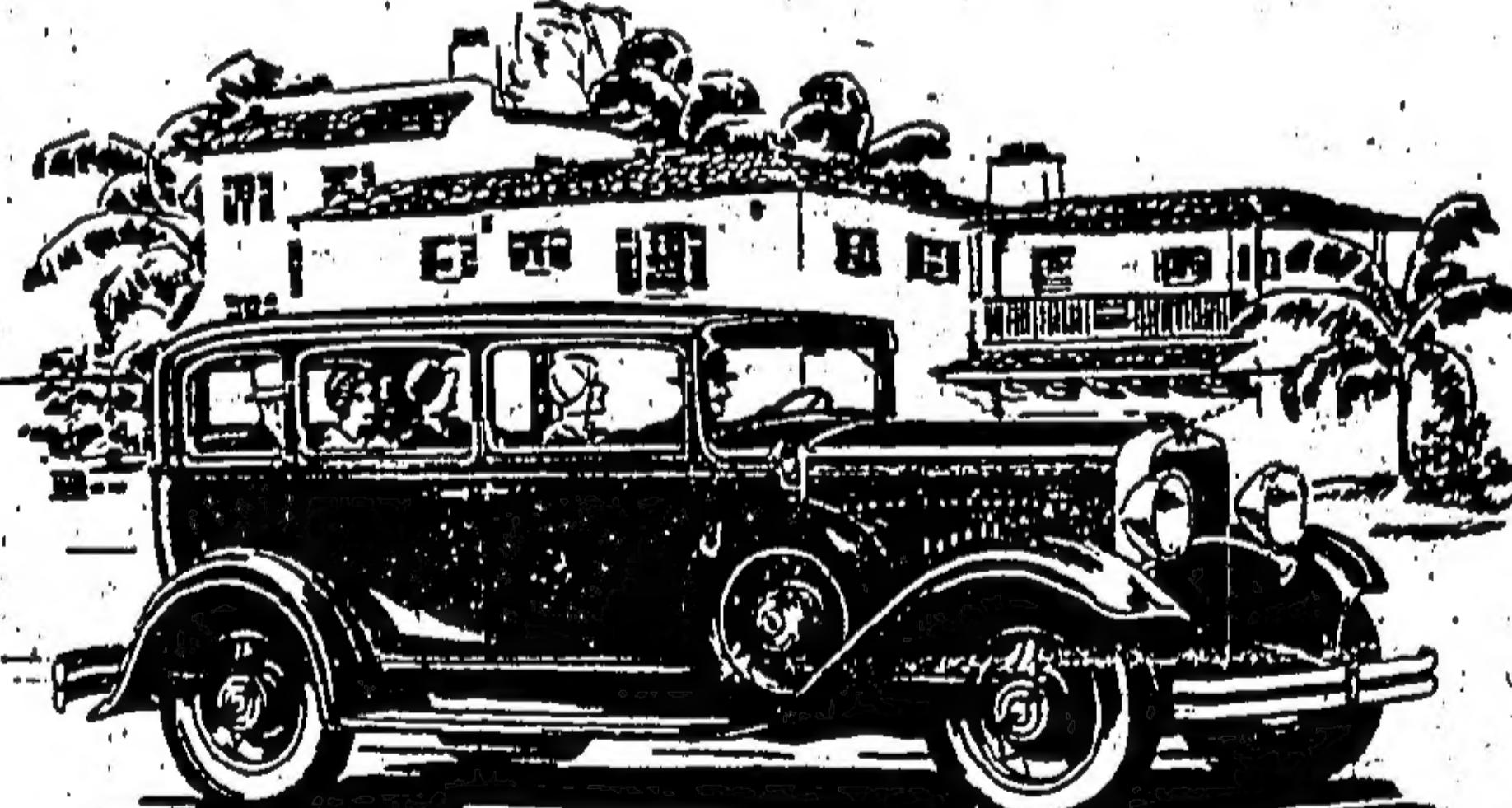
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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

MORE

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The new Dodge Eight-in-Line embodies every quality refinement that makes the ownership of a motor car a source of permanent satisfaction. Built to those exacting standards, Dodge Brothers have always upheld this car represents a measure of value that is by far the most impressive in all of Dodge Brothers history.

MORE in quality. An Eight built

to Dodge Brothers exacting standards of dependability and stamina.

MORE in performance. Brilliant acceleration, astonishing smoothness, exceptional economy—provided by advanced eight-cylinder engineering and new down-draft carburetion.

MORE in luxury. Never before at such a low price an eight so complete with de luxe appointments and exclusive fine-car features.

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BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bidg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

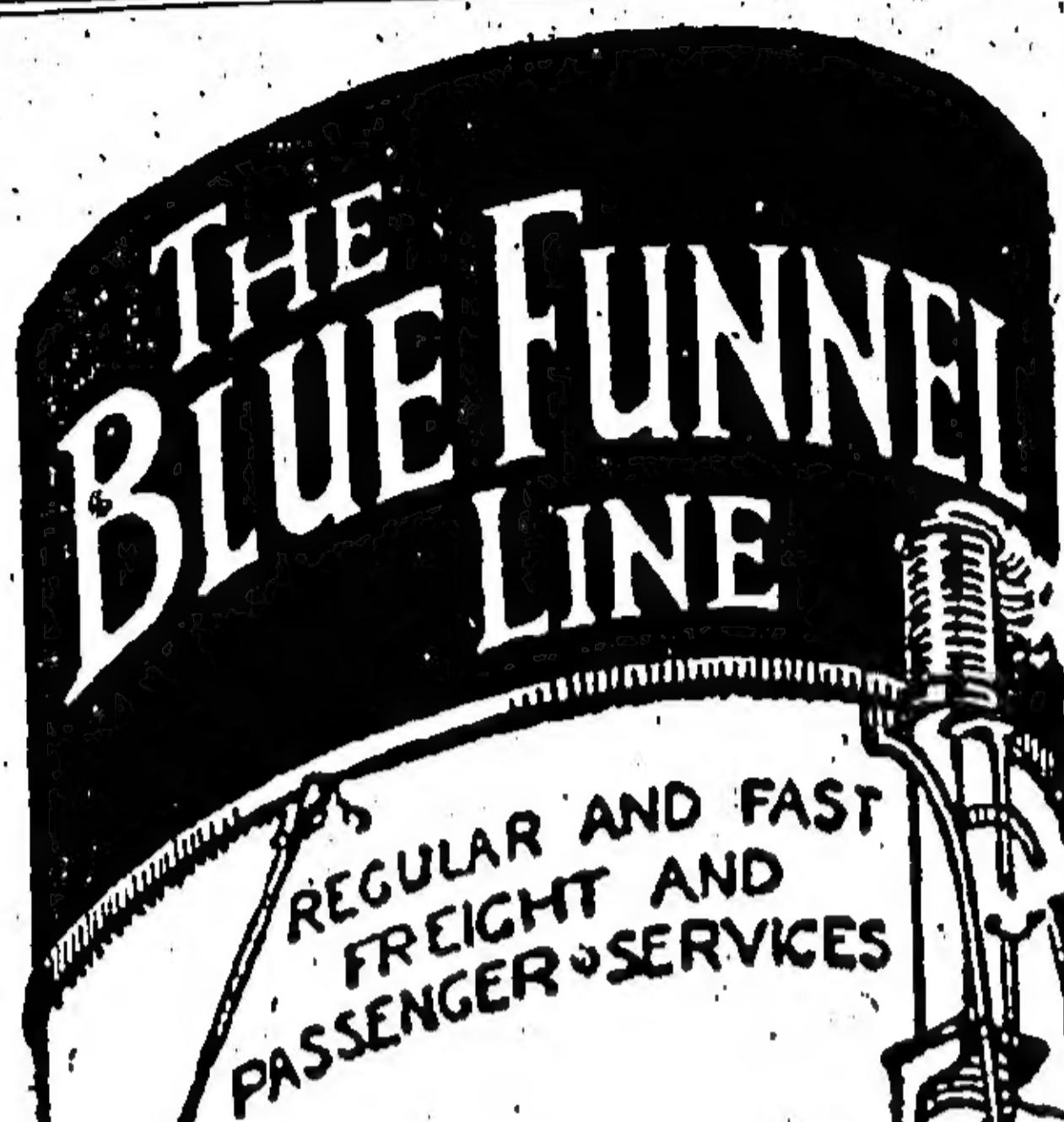
MOTOR OILS.

GARGOYLE MOBIL-OIL.—Vacuum Oil Company, King's Bldg., Shell—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TIRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 66226.
FISK TIRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TIRES.—W. R. Loxley Co., York Bldg. Tel. 22235.
MICHELIN TIRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22231.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

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LONDON SERVICE.

"GALCHAS" 14th Oct. M'les, L'don, R'dam and H'burg.
"ANTENOR" 20th Oct. M'les, London, R'dam, & Glasgow
+ Calls at Casablanca.

LIVERPOOL SERVICE.

"EUMAEUS" 26th Oct. Genoa, Havre, Liverpool and Glasgow
"TANTALUS" 26th Nov. Genoa, Havre, Liverpool and Glasgow

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)

"IXION" 9th Oct. For Victoria, Vancouver & Seattle
"TYNDAREUS" 8th Nov. For Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"AGAPenor" Sails 17th Oct. For Davao, Cebu, Illoilo, Manila,
New York, Boston & Baltimore via Suez.

INWARD SERVICE.

"DIOMED" Due 12th Oct. For S'hai, Moji, Kobe, Yokohama,
Otaru and Vladivostock

PASSENGER SERVICE.

"HECTOR" Sails 18th Oct. For Shanghai, Taku and Dairey
"ANTENOR" Sails 29th Oct. For Singapore, M'les and London
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CENTRAL THEATRE

TO-DAY TO WEDNESDAY
DAILY AT 2.15, 5.10, 7.15 & 9.20 P.M.

SPECIAL HOLIDAY MATINEE
ON FRIDAY OCT. 10 (CHINESE NATIONAL DAY)
AT 11.30 A.M. PRICES SAME AS AT 2.15.

THE BIG PICTURE OF 1930.



Join in the Whoopie with 30 Famous Stars!

- RICHARD ARLEN Singing, dancing!
- GEORGE BANCROFT Fighting for fun!
- CLARA BOW Strutting "It"!
- CLIVE BROOK Steutting the lassie!
- RUTH CHATTERTON Stirring your heart!
- GARY COOPER Speaking his mind!
- SKEETE GALLAGHER Starting the fun!
- HELEN KANE Booping a new doop!
- PADE LYMAN — and His Band!
- ZELMA O'NEAL "Wrestling" with Oakie!
- BUDDY ROGERS Crooning and June-ing!
- AND MORE!
- ADVANCE BOOKINGS AT ANDERSON & THE THEATRE (25780)

The China Mail

Thursday, October 9, 1930.
Eighth Moon, 18th Day.

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1845

大英十月九號 神拜四日
中華民國庚午年八月十八日

HONG KONG, THURSDAY, OCTOBER 9, 1930.

PERNAMBUCO LOST.

TAKEN BY REBELS AFTER 24 HOURS STRUGGLE.

BRAZIL'S CIVIL WAR.

New York, Yesterday. A message from Buenos Aires states that the rebels captured Pernambuco after a 24-hours' struggle.

[Yesterday the Brazilian rebel army, 80,000 strong, was reported to be marching on Sao Paulo, and Rio de Janeiro.]

Commander Captured.

A stern struggle is developing in Brazil between the Federal forces and the rebels. There were 150 casualties before the rebels captured Pernambuco City, after much shooting, in which schoolboys participated.

The insurgents have established a provisional Government at Pernambuco. Federal aircraft dropped smoke bombs on various towns in Minas Geraes, to impress the inhabitants, but it is reported that the rebels caught the Commander and the entire staff of the Federal Army marching to Rio Grande do Sul, whereupon they captured the Commander and telephoned the President "Advise you to resign." — Reuter's American Service.

R.101 SURVIVOR DIES.

RIGGER SUCCUMBS TO HIS INJURIES.

SAVED FROM THE WRECK.

Beauvais, Yesterday. Aircraftsman Church, a rigger on the ill-fated British airship R.101, who escaped from the blazing wreckage when the airship crashed here on Saturday, died in Beauvais Hospital to-day from his injuries.

Inquest Formally Opened.

London, Yesterday. The inquest on the airship victims was formally opened at Westminster. No evidence of identification was called and the coroner adjourned the proceedings until the completion of the forthcoming statutory tribunal's report.—Reuter.

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